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MARRIAGE.

At St. Peter's Church, Hongkong on the 6th inst., by the Rev. J. H. France, Miss LINDA MEYER, of Melbourne, Australia, to GEORGE HORACE KING (Lappa Customs). Australian papers please copy.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 7TH, 1908

THE after-dinner speech of Dr. MORRISON to the China Association in London has made a sensation since, if it did not palpably do so at the time. Perhaps if the famous correspondent had been addressing the members of a branch, rather than the members of the central Association, he might not have been given so patient a hearing. There is no doubt that cold-drawn extract of *tu quoque* in the Morrisonian manner is not palatable, and we have usually been at a loss for a subject before we have, on rare occasions, adopted that line of argument. It is, of course, an easy one to take, and seems more telling than it perhaps would be under analysis. It is certainly difficult to answer, and that is doubtless why no speaker ventured to follow Dr. MORRISON's ironic outburst with any sort of a rejoinder. From the point of view of the Association, we ourselves considered it best left unanswered, but others have not thought the same. One writer on Chinese topics has attacked Dr. MORRISON's position with considerable energy. He writes:

"In regard to a large number of national shortcomings, the comparison is not one of degree. There are certain principle but [illegible] will be found in ex- national faults whic[illegible] where and with istence more or less ever[illegible] not whether regard to the[illegible] the q[illegible]nation is [illegible] a given nation is entirely free from the [illegible] while another shows that it is subject to them, but the extent and often even the manner in which they are found in the one or the other. To say that it is of no great consequence that there is corruption among Chinese officials because there are many European nations among whom the same shortcoming is to be found is but a poor excuse for the universal venality, which the Chinese themselves so much complain of. It would be an answer if it were shown that the corruption in question was not much more extensive than that which is to be found in most other countries, or in any which can claim to be reasonably well governed. In the same way to point out that we need not complain of the faultiness of the Chinese judicial system, including the convenient method of eliciting evidence by torture, because occasionally there are serious miscarriages of justice in thoroughly civilised countries, is after all perhaps clever badinage, but certainly not serious argument. The best of human laws are liable at times to prove defective, but this forms no excuse for the continued use in the present day of torture or a resort to barbarous punishments, which many of the most enlightened Chinese Statesmen still hold to be necessary for the maintenance of order."

The writer goes on to argue that the real matter for comparison is not one of conduct but of standards, a point we have dealt with before. It is almost equally liable to the *tu quoque*, when any race is under criticism. He regrets that so good an authority as Dr. MORRISON should have resorted to such an *ad captandum* line of argument, and confesses that "it is somewhat trying to a Britisher's patience to be told in almost so many words that his country is nearly as corrupt as China because during the rush and push of a war, some unscrupulous men took the opportunity to line their pockets at the expense of the commissariat. "'We,' he said, 'who knew how high were the administrative ideals both in this country and in America, who remembered how unscathed we emerged from those amazing enquiries into the expenditure in connection with some of our recent wars, naturally condemned administrative methods in China that were not up to our standard.' The satire is pungent and would be telling, but for the slight difference which was perhaps excusably overlooked in an after dinner speech, that the corruption in question took place under totally exceptional and hurried conditions, and was rigidly enquired into—while that in China (if the Chinese themselves are to be believed) is perennial, and is recognised and encouraged at headquarters."

Surely it is a little too much to say, even of Mandarindom, that it encourages official peculations. What the writer means is probably that one Chinese official does not denounce another for such dishonesty, that dog does not eat dog. But even there have foreigners the right to claim such infinite superiority? We would like to think so, but with numerous cases of "hushing up" in mind, we have to admit that even there the Chinese are only showing the same consideration of class for class. Sometimes we have no mercy on those of our number who disgrace us by being found out, but then, the Chinese can claim that much. On the sale of rank the writer quoted is manifestly unhappy. He says that Dr. MORRISON was as "far from the mark (as he of all people must well have known) in comparing the sales of 'rank' in China to the dignities which are conferred at home (albeit perhaps a little too liberally) upon 'non-descript capitalists of alien origin, whose entry into their ranks was adding so greatly to the dignity and prestige of our hereditary aristocracy.' There is no particular reason why wealth as well as any other power in the state should not be recognised in the House of Lords, or otherwise, but bankers, brewers, or other capitalists, who receive such distinction don't pay the Government or the King for conferring dignities upon them." What does it matter whom they pay—to the Party fund, or to some person with interest? It is all the more discreditable the more it is *sub rosa*. It is a very weak answer, indeed, and would much better have been left unattempted. More to the point is his reminder that two wrongs do not make a right, but then Dr. MORRISON never suggested that they did. All he was doing was to give the China Association a modern version of the mote and beam parable, a lesson which, in view of our remarks yesterday, was perhaps not untimely.

The latest health return shows another death (Chinese) from plague. There are also five cases of small-pox, all Chinese.

Pollard's Lilliputians again staged "The Belle of New York" at the Theatre Royal last night, and scored another success. To-night "In Town" will be played.

A meeting of the Sanitary Board will be held this afternoon. The agenda is not a long one, and contains principally applications for modifications of requirements of certain sections of the Public Health and Buildings Ordinance.

The Chartered Bank of India, Australia, and China announces that Mr. T. Cuthbertson, of Messrs. Edward Boustead and Co., London, and of Messrs. Boustead and Co., Singapore and Penang, has joined the board in succession to the late Mr. Jasper Young.

The return of visitors to the City Hall Library and Museum for the week ending the 5th January, 1908, shows that of non-Chinese there were 286 to the Library and 220 to the Museum, and of Chinese 141 to the former and 2,449 to the latter. The Library was therefore used by 427 persons and the Museum by 2,669.

Lieut. Col. N. W. H. Du Boulay, Royal Garrison Artillery, on promotion, has been appointed to command the Militia and Volunteer Artillery at Falmouth. He served throughout the Soudan and Nile Expedition, 1884-5; was attached to the Headquarters of the Japanese Army during the Japan-China War, 1894, and was Special Service Officer with the China Expedition, 1900.

A romantic wedding took place at Mansfield, Notts, a month ago. Mr. Noworji Tarachand, a Parsee barrister, appeared at the local police-court and obtained from the magistrates an adjournment of a case in which he was counsel in order that he might be married. Later he appeared in court covered with confetti.

Two honest Chinese cooks engaged at a Kowloon residence thought that a countryman, who was employed as messenger, was "squeezing" the master of the house, and told him so. A quarrel followed, and the three men were before Mr. F. A. Hazeland at the Police Court yesterday. The messenger told his Worship that one of the cooks held him down, while the other dealt him a blow on the head with a stool. The man who swung the stool was ordered by the Magistrate to pay a fine of $5.

An Indian constable appeared before Mr. H. H. J. Gomperts at the Police Court yesterday on two charges of obtaining money by false pretences, and one charge of attempting to obtain a sum. The defendant it appears, was on duty at Murray Pier during the holidays, and when a Naval officer appeared to hail a sampan, would tell him that he had paid 50 cents to send a drunken officer off to his ship, and would ask the new arrival to repay him. Twice the trick was successful, but the third time it failed, the failure resulting in the constable's appearance before the Court. The case was remanded.

Since the beginning of the financial flurry the New York banks have had to find some way of thwarting the activity of certain depositors. Recently a merchant presented a cheque on one of the banks for $3,000, practically his entire balance. The paying teller informed the depositor that if he would come back in an hour the money would be ready for him. The merchant returned, and found waiting for him $1,500 in silver dollars and the rest in $5 gold pieces, weighing altogether about one hundred and fifty pounds, and filling two good-sized bags. He changed his mind about withdrawing the money.

There was successfully launched on the Mersey last month from the yard of Messrs. Cammell-Laird (Limited), H.M.S. *Swift*, which has been designed to be the fastest vessel in the world, and is the only ship of her type yet built. She is being constructed to meet the requirements of a special type of ocean-going destroyer, and is of substantially larger dimensions and higher speed than any previous vessel of the destroyer class, being designed to attain a speed of 36 knots. Her length between perpendiculars is 345ft., breadth 34ft., and depth 20ft. 4in., with a displacement at her mean load draught of about 1,800 tons. She will be armed with four 4in. guns and two 18in. torpedo tubes, and will be propelled by quadruple turbine machinery of the Parsons type. The naming ceremony was performed by Mrs. Samuel Roberts, wife of Mr. Samuel Roberts, M.P., a director of the Cammell-Laird Company.

Particulars of an interesting contribution to history by the German Emperor are published in the papers. Under the patronage of his Majesty a large historical work of the popular type is being published, and the Emperor himself has revised the proofs of the last chapter, which deals with his own reign. The author, Professor Oncken, writing of the acquisition of Kiao-chau, mentioned that the choice of this place, as compensation for the murdered missionary, was due to the suggestion of Bishop Anzer. Alongside this passage the Emperor wrote on the margin of the proof, "Incorrect. I chose Kiaochau after I had had Samsa Bay and Wei-hai-wei reconnoitred, and both had been reported to me to be unsuitable. I then took the work of Baron von Richthoven, with a map of China, and, after reading his description of Shantung, decided on Kiaochau, as Richthoven's opinion of the hinterland was so remarkably favourable. Anzer had nothing to do with the decision."

"JARDINES" VERSUS "TELEGRAPHS."

This football match (an annual Hong fixture) takes place to-day at 5.15 p.m. on the ground of the Hongkong Football Club.

The following will represent Jardines:—Goal: W. G. Goggin: Backs: E. F. Ancott, and P. S. Jameson, (Capt.); Halves: A. Piercy, F. C. Hall, and A. Gregory; Forwards: A. Lamberton, R. S. Piercy, A. Morley, C. L. Maxwell, and L. D. Tebb; Linesman: Mr. B. Sutherland; Referee: Major Broke.

RICSHAWLESS HONGKONG.

RICSHA COOLIES STRIKE.

Considerable inconvenience was caused the general public yesterday by reason of the fact that all the public ricsha coolies on the island went on strike. By a curious coincidence the tramway service was dislocated at the same time, and it was at one time feared that the coolies were responsible for this. Such was not the case, however, for a flaw was found in a cable at Wanchai, and when this had been attended to the trams were once more set in motion. The ricsha trouble is between coolies and masters, and Chinese subsidiary coin is said to be at the root of the strike. Owners of ricshas are required to pay the Government a licence fee of $72 a year, and this in the legal tender of the Colony. Ricshas are hired out to the coolies at from 35 to 45 cents a day, and 50 cents for the new ricsha. The bulk of the coolie's fares is paid in Chinese coin, and it is in this coin that he pays his master's hire. On account of this the owners of vehicles on the island decided recently to increase the hire of ricshas by four cents, giving as a reason that they lost a considerable sum by converting the Chinese coin into Hongkong dollars to pay licence fees. When this information was made known to the coolies they promptly went out on strike, and yesterday public ricshas were not to be had in the city.

It seems strange that the owners should be making this plea at this time of day, seeing that the discount on subsidiary coins, both copper and silver, is lower than it has been for the past three years at the least. Six months ago the discount on the Chinese 20 cent pieces was nearly $9 per cent; on the 10 cent pieces it was $9.30. On the Hongkong 20 cent pieces the discount was $7.50 per cent; and on the 10 cent pieces, $7.65 per cent. Yesterday the discount on these coins was:

Chinese	20 cent pieces	$4.10 per cent.
Chinese	10 cent pieces	4.50 per cent.
Hongkong	20 cent pieces	3.80 per cent.
Hongkong	10 cent pieces	4.00 per cent.

From this it will be seen that if the action taken by the owners was for the cause stated, it should have been taken months, or even years ago. Another alleged cause of the strike is the introduction of the new rubber tyred ricshs. These vehicles with their white covered seats have been greatly appreciated by the general public, and of course, have relieved those owners who are without them of a considerable share of the public patronage. The proprietors who have not yet provided up-to-date vehicles have resorted to the plan of covering the second class ricshas with white covers, and this additional expense, it appears, they decided that the pullers should share with them, hence the reason for the increased hire.

Whatever the cause for the additional levy, the coolies were not prepared to pay it, and the discontent which has prevailed for sometime culminated yesterday in the strike. Many of the pullers, it appears, were willing to continue work, but the majority ruled, and in view of probable molestation they desisted. So great was the discontent about the ricsha depôts that disturbances were feared, but these were prevented by the prompt action of the police, who have made several arrests. In a few instances the stray ricsha puller who endeavoured to continue work came in for a rough handling. One instance is reported where a European persuaded a coolie to pull him into the city, but the journey was cut short by a number of strikers who held up the puller, ordered the European to alight, and capsized the vehicle. It was a busy day for the chair coolie, however, and he profited by the absence of the ricshs, taking up the usual stands where that vehicle is found, and carrying fares along the level as well as in the hilly district.

The Captain Superintendent of Police was fully alive to the necessity of being prepared for any emergency, and in the forenoon took the precaution to strengthen the police patrols. Besides armed patrols two squads of Lukongs and two squads of Indians were detailed for special duty in the western district where the majority of the ricsha depôts are. But as before stated there was no serious trouble.

The prompt action taken by the Government will be appreciated by the public, many of whom were inconvenienced by yesterday's strike. When the trouble was made known to the authorities the Registrar-General, Hon. Mr. A. W. Brewin, Capt. Lyons, the Hon. Mr. Wei Yuk and Hon. Dr. Ho Kai summoned the representatives of the ricsha owners, and the representatives of the coolies to a conference at Mr. Brewin's office. After about an hour's sitting in which both sides stated their cases, the owners agreed to waive the additional four cents and continue as heretofore. Should it be found necessary to increase the fee for hiring ricshas later, the owners have promised to consult the Government before taking action. The strike was declared ended at 6 p.m. last night, and ricshas were to be had in all parts of the city. Some 3000 coolies were said to be affected by the strike, so it is a fortunate thing for all parties that it ended so quickly.

A new novel, about which it is impossible to speak in too laudatory terms has just been placed before the reading public. "The Weavers," the latest creation of Gilbert Parker, maintains all the traditions of the classical novel. Its tone is lofty, its studies of Oriental and Occidental characters are not merely superficial, the men and women are real, the scenes are artistically drawn and the situations developed with rare dramatic effect. The story, which holds the reader fascinated throughout, deals with the doings of a simple strong minded English Quaker who whole heartedly devoted himself to the service of Egypt and accomplished much in bettering the social conditions in that still distressful country. In many respects General Gordon might have been his prototype, but whether he was or not matters little. The book is to be recommended. It is published by William Heineman, London.

SUPREME COURT.

Monday, January 6th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A SUMMONS DISMISSED.

In the matter of an arbitration between the Kwong Tung Chuen and the London and Lancashire Fire Insurance Co., the Corporation of the Royal Exchange Insurance and the North British and Mercantile Insurance Co., and in the matter of the Hongkong Code of Civil Procedure.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. C. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs in the issue, who where defendants in the original action. He said he would remind his Lordship briefly of the course which this matter had taken. His Lordship, on referring to the file, would find that the originating summons was taken out as far back as March 16th, 1907. It was an application made on behalf of a man called Kwong Tung-chuen for leave to enforce an award dated 2nd October 1906 in the matter of an arbitration between himself and certain insurance companies mentioned in the originating summons. His Lordship would find on the file the award which was made by Messrs. A. R. Lowe and H. A. Lammert as arbitrators, and if he referred to it he would see that the arbitrators found as a fact that certain articles which Kwong Tung-chuen, the party insured, had deposed to as being on the premises prior to the fire, were not there. His Lordship would remember that the arbitrators did not go into the question of whether that was a matter of fraud or not. A clause on the insurance policy stated that if a man made any false statement in respect of a claim, he was to be debarred from recovering under that policy. Mr. Master's affidavit, filed in support of the present application, showed certain correspondence which had passed between his firm and Mr. Goldring.

His Lordship—Are you moving for attachment?

Mr. Pollock—I am moving that the originating summons be dismissed, but it is possible the order your Lordship should make would be that judgment should be given for us on the issue.

His Lordship—I think that would be it.

Mr. Pollock—Perhaps it is a more appropriate order to make. Continuing, Counsel said that Mr. Master's affidavit of January 4th set forth certain correspondence which showed that continual communication had been held with Messrs. Goldring and Barlow from the 3rd July to 9th January, and also that distinct notice had been given to the defendants that this matter would come on before the Court to-day. Mr. Goldring was in Court, but had no instructions with reference to the matter.

His Lordship gave judgement for the plaintiffs on the issue with costs.

CLAIM FOR RICE.

The Cheung Hing firm of rice merchants sued the Wo On Sai Chan firm, traders, to recover the sum of $1193.18 due for goods sold and delivered.

Mr. M. W. Slade (instructed by Mr. O. D. Thomson) appeared for the plaintiffs, and Sir Henry Berkeley, K.C., instructed by Mr. Johnson (of Messrs. Dennys and Bowley) for the defendants.

Mr. Slade, after reading the pleadings, stated that it was apparently not really shown what defence the defendants intended to put up. The defendant was really Tsang King, the big contractor, and he had filed an affidavit in which he said that the Wo On Sai Chan was in charge of a manager who had no authority from him to buy rice. The manager had authority only to take goods into the godown, and to collect rents from property belonging to Tsang King. Counsel would prove that the plaintiff firm first dealt with the Wo On Sai Chan in 1894, some thirteen years ago, that rice was then sold and delivered to the Wo On Sai Chan, and that the same chop used on the transactions on which they were suing, was then used. The next dealings they could prove were some which took place in 1905, when the present manager of the plaintiff firm was in charge. He would tell the Court that he was informed rice was being bought for Tsang King to enable the latter to feed his coolies and the men employed by him on different contracts. Rice was delivered in 1905 and paid for; the deliveries in 1906 were paid for; but the rice which was the subject of this suit, and which was delivered in 1907 in the same way was not paid for. It appeared from a letter written to them by Messrs. Dennys and Bowley that the manager of the Wo On Sai Chan absconded early in June of last year. There was now on the same premises as the Wo On Sai Chan firm a firm called Wo On Sai Chung, but when the plaintiffs dealt with defendants that sign was not up. It had been erected recently.

The hearing was adjourned.

LATES. STEAMER MOVEMENTS.

The H.A.L. str. *Scandia* left Shanghai on 4th inst., and may be expected here to-day p.m.

The C.P.R. str. *Monteagle* arrived Shanghai at 6.30 a.m. on Monday, the 6th inst., and leaves again at noon same day for Hongkong where she is due to arrive at 8 a.m. on Friday, 10th inst.

The Apcar str. *Catherine Apcar* from Calcutta left Singapore on the morning of the 5th inst., and may be expected here on or about the 10th inst.

The Barber Line str. *Wray Castle* left Singapore on the 4th inst., and may be expected here on the afternoon of the 11th inst.

The I.G.M. str. *P. E. Friedrich* left Kobe via Nagasaki and Shanghai on Sunday, the 5th inst. p.m., and may be expected here on or about Tuesday, the 14th inst.

The I.G.M. str. *Zieten* which left here on Friday, the 3rd inst., arrived at Shanghai on Monday, the 6th inst. at 2 a.m.

The I.G.M. str. *Yorck* which left here on Wednesday, the 1st inst., arrived at Singapore on Sunday, the 5th inst. at 3 p.m.

The T.K.K. str. *Nippon Maru* arrived at San Francisco on the 3rd inst.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SECOND TEST MATCH.

LONDON, January 6th.

The Australians are all out in the second innings for a total of 397. England's score stands at 159 for the loss of four wickets.

THE NEW YORK TRAGEDY.

LONDON, January 6th.

The second trial of Harry K. Thaw for the murder of Standard White begins to-day.

[REUTER'S SERVICE.]

JAPANESE IMMIGRATION TO AMERICA.

LONDON, January 4th.

The Washington "Post" states that the Government has addressed a friendly remonstrance to Japan, owing to the fact that immigration has been increasing in spite of the informal agreement that it would be virtually prohibited by Jayan refusing passports.

The *Tribune* of Washington says that President Roosevelt has authorized Mr. Root to notify Japan that if Congress passes the Japanese Labour Exclusion Bill, he will vote it.

The receivership to The Chicago Milwaukee Electric Co. has been dismissed.

The *Tribune*, Vancouver, states that the immigration of Japanese from Honolulu is increasing.

THE CHINA SQUADRON.

The *Globe* says:—The commission of the cruiser "King Alfred," flagship of Admiral Sir A. W. Moore, K.C.B., Commander-in-Chief of the China Squadron, is closing with the conspicuous success which has attended it throughout. In a full-power trial from Woosung to Hongkong, the "King Alfred's" average for eight hours was 24.4 knots, the best hour's steaming being at 25.1 knots. For a vessel which has done the amount of cruising of the "King Alfred," these results are highly creditable to the engine-room staff, in gunnery, also, the flagship of the China Squadron has for two years in succession done remarkably well. The latest achievement in this direction was in the battle practice test last month, when she riddled the target until it collapsed and had to be towed to Hongkong for repair. Whether the "King Alfred" will hold the premier position in the gunnery of the China Squadron for 1907 remains to be seen, as it is known that the "Kent" has made high scoring in both the battle practice and gun layers' test. Whatever the relative positions of these two ships may prove to be, it is practically certain that the China Squadron will figure very high in this year's gunnery returns, and unless the Channel Fleet does exceptionally well at battle practice, which is now taking place in Lord Charles Beresford's command, "pride of place" in the returns for 1907 will in all probability be taken by the small but highly efficient cruiser squadron of which Admiral Sir Arthur Moore is about to relinquish the command.

THE LATE MR. FREDERICK RINGER.

The *Norfolk Chronicle* says of the late Mr. Frederick Ringer that he was born in Norwich, and spent his boyhood there; but all the more active years of his life, thirty or more, he had spent in Japan, residing at Nagasaki, and prospering greatly in mercantile pursuits. He was much interested in the Norwich Castle Museum, which he enriched with many valuable donations. In the summer of 1906 Mr. Ringer for the benefit of his health, came home from Japan, and spent some weeks cruising about the Norfolk Broads in a houseboat. He returned to Japan, but his health remaining indifferent, he concluded, to return to England and live there permanently. A few days ago he arrived at Norwich with Mrs. Ringer, putting up at a hotel, and intending shortly to leave for Penzance. Mr. Ringer was 69 years of age. The funeral took place in the family burial-ground, at the Rosary Cemetery, on Monday. The body was enclosed in elm and lead shells, and a handsome panelled oak coffin, bearing a perfectly plain plate, with the inscription, "F. Ringer, died November 29th, 1907, aged 69 years." The principal mourners were:—Mr. R. Ringer (son), Mr. Holme (London), N. B. Reid (London), Mr. F. C. Smith, Dr. Beverley, Mr. Bosworth Harcourt, Mr. Plummer, and others. The service was taken by the Rev. H. H. Thornes, of Rocklands-rectory. The flowers were very choice. The funeral arrangements were in the hands of Messrs. I. W. Caley and Co., who were represented by Mr. H. A. Bayfield.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 6th at 11.55 a.m.—The barometer has risen moderately over N. China and E. Japan and fallen slightly at the stations around the Eastern Sea.

The anticyclonic area covers China and Japan, pressure being highest over N. China.

Gradients are slight to moderate. Fresh monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E.&N. winds, fresh; fine.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

THE ASILE DE LA SAINTE ENFANCE.

NEW BUILDING OPENED BY THE GOVERNOR.

Another chapter in the history of a noble work was concluded yesterday afternoon, when His Excellency the Governor opened the new building of the Asile de la Sainte Enfance at Wongneichong, which is to be used as a hospital. This building, built to the simple yet handsome design of Messrs. Leigh and Orange, stands on the hillside on the east side of the race course, and overlooks the Happy Valley. It is of early Gothic design, steel joisted, while the floors are of concrete and throughout Deep Water Bay tiles have been used. It is of fireproof construction, and has three wards on the ground floor in which there are already some patients. The sisters' quarters are in the centre of the building, the kitchen at the rear, while at either end there is a bath room. There is a temporary chapel on the next floor, and a drying room above the kitchen. There is also a small ward detached from the main building where suspicious cases will be isolated. There is a spacious ground around the building, and this is surrounded by a high granite wall. On the ground to the south of the Convent a handsome monument in the form of a crucifix has been erected to the memory of Bishop Piazzoli whose early efforts brought about the erection of the new building.

At the opening ceremony yesterday, which took place in a matshed erected before the Convent, there were many present, among others being His Lordship Bishop Pozzoni, the Rev. Father Robert, procurator of Catholic Foreign Missions in the East, the Rev. Father de Maria, pro vicar of the Italian Mission, Rev. Father Spada, Rev. Brother Sylvester and numerous priests and Christian Brothers, the Hon. Commander Basil H. Taylor, R.N., Dr. F. Clark, Consul Romano and Mrs. Leiria, Mr. J. Orange, Dr. and Mrs. Justi, Mr. A. Bryer, Mr. Siu Tak-fan and Mr. Francisco Tse Yat.

At about three o'clock His Excellency the Governor and Lady Lugard arrived, accompanied by Captain Mitchell-Taylor, A.D.C., and Mr. A. J. Brackenbury. The party were met by His Lordship the Bishop and the Mother Superior and conducted to the matshed.

HIS LORDSHIP THE BISHOP said he was in duty bound, before asking His Excellency to declare the building opened, to express his indebtedness to the Governor for permitting his name to be associated with the first public ceremony by which the convent would henceforth be connected with the benefit institutions of the Colony. The Convent had always received from the Government of Hongkong much sympathy and assistance, and the Government from the foundation of the Colony had always been represented by administrators who had uniformly shown an active and kind attitude towards every movement directed by charitable efforts. In taking part in this inaugural ceremony His Excellency conferred a great boon on the sisters, and on all connected with the Convent. Through the favourable recommendation of a former Governor, Sir Henry Blake, the Secretary of State for the Colonies granted the site upon which this fine edifice had been reared. During the administration of Sir Matthew Nathan the foundation stone was informally laid and the building commenced. Now it had been completed after its course of erection had been carried over a period of three successive administrators. From its inception the sisters of the Asile de la Sainte Enfance had received every encouragement, and he (the speaker) was asked by the Mother Superior to convey to His Excellency her thanks for the assistance from the Government, without which the erection of this new establishment attached to the French Convent would never have been successfully accomplished. The cost of the building amounted to over $50,000, the cost of enclosing the ground with walls another $20,000. Friends of the institution all of whom he wished to cordially thank on behalf of the Mother Superior, contributed a portion of the cost. The balance, thanks to the untiring efforts of the Superioress, seconded by the indefatigable labours of the sisters and aided by the proceeds of the sale of the infants' work, had been raised. At the same time he should not omit to mention Mr. Orange, whose firm had been responsible for the handsome building all present saw. Mr. Orange, Mr. A. Bryer, and during their absence Mr. Ough, took considerable pains in seeing that while the building was designed to meet all the requirements such an institution called for, it at the same time harmonised in architectural effect with the many palatial buildings of the island. The French Convent building in the city had long since been found too small to meet the demand for room, caused by the crush of Chinese women and children who sought comfort and admission there. The increasing number of females, and the nature of their illnesses in certain cases necessitated more accommodation and better surroundings for the treatment of the sick. His Lordship concluded by asking His Excellency and Lady Lugard on behalf of the Mother Superior and the sisters, to accept a small souvenir in memory of the occasion (two handsome silver trays, one of which was suitably inscribed.) "And now with this key," said his Lordship "I would ask your Excellency to have the goodness to open the door of the Convent".

HIS EXCELLENCY, before performing this ceremony, said—My Lord Bishop, Lady Superioress, Ladies and Gentlemen: Before I proceed to open the door with the key which has just been given to me by Monseigneur, I would like to express the pleasure which I feel in being called upon to assume this duty to-day. We have heard the story of the completing of this institution, and I have great pleasure in offering my congratulations to you all on at last entering into the fruition of your labours, seeing that the building is completed for which you have waited so many years. I am called upon to assume this pleasant task this afternoon merely because I occupy the position in this Colony of the representative of His Majesty; but, Ladies and Gentlemen, I feel that it is a great and personal pleasure to know that in some small direction my name should in the future be associated with this building, as having the good fortune to open it. You know the nature of the work carried on here. I am sorry I could find no later statistical records than 1904. In that year some 1400 patients were taken in and some 40 per cent cured. Of Chinese adults admitted to the hospital there were about 100 in addition to the out patients; the old, the destitute, women and children, the lame and the blind. Some 170 Chinese orphans are maintained, and educated mostly, of course, foundlings received by the institution. There is also a school for European children, mostly English and French, with an average of some 70 pupils. That the work has increased is evident by the fact that a new building has been called for, which is being opened to-day. That the Government supports and cordially approves of the work is evident by the grant to the Convent and the grant of this site. I should like to congratulate you specially on the site you have chosen. I think that both for the ladies who are engaged in daily toil here, and for the pupils and foundlings, this pleasant outlook around us, with the unique view of the sports going on, the races, and all the festivities showing the joyous side of human nature, and with, I am glad to say considerable area for a playground, there should be a great improvement in their physical condition, in their health and in their cheerfulness; in contrast with those who occupy buildings looking into dingy Chinese streets. I would like to add my congratulations also, to those which his Lordship the Bishop has already bespoken on your behalf, to the architect, Mr. Orange. I think we can all look on the building with thorough satisfaction, and as being a credit to Hongkong: from an architectural aspect, from the way he has adopted the surroundings, and from the site. I had the pleasure of going over the building before it was completed and it seems admirably adapted inside for the purposes for which it is required. I have nothing more to say except one word. That is, Ladies and gentlemen, that I think when we, who are engaged in the business and the work of the outdoor world, come for a moment into this house of charity and of good work, that we should learn something and profit by the lesson. When we consider that day by day and year by year these ladies and these Reverend Fathers are ceaselessly engaged in trying to alleviate suffering, and of trying to better the prospects in the future of what I may call the flotsam and jetsam of humanity; the waifs, the strays, the blind, the halt, the maimed, and the most unpromising material, I think we can say that it is good for us occasionally to be here (applause).

HIS EXCELLENCY then opened the front door of the Convent. The numerous guests entered and inspected the premises, and before departing partook of the hospitality of the sisters.

MACAO.

(FROM OUR CORRESPONDENT.)

THE BUSINESS OUTLOOK.

The year 1908 has dawned with no promise of improvement and prosperity for the Colony. Business has been bad, and the immediate outlook is not cheerful. Two Chinese banks—the Kee Cheong and the Tay Bô—stopped payment in the last week of the old year, and much distress was caused among those whose savings were deposited in the banks. The year has witnessed a considerable reduction in the number of Chinese shops, and if a comparison of the number of shops in existence on Chinese New Year Day 1907 could be made with the number which will re-open after the Chinese New Year holidays next month we would find, I venture to say, striking evidence of the decadence of the port.

AN EXPENSIVE SURVEY.

General Branco and a large staff have been in the Colony now something like a twelvemonth drawing up a scheme for the much-needed improvement of the harbour, and certain other public improvements. This survey has already cost some thousands of dollars, and the public would be interested to learn what prospects there are of these projects being carried out.

FIRES.

There have lately been rather frequent outbreaks of fire, and a strict official inquiry ought to made into the causes of these fires.

On Friday morning two houses, Nos. 39 and 40, Rua da Taitioes, were entirely destroyed by fire, and other contiguous buildings narrowly escaped the same fate. The houses destroyed were occupied by joss-stick dealers.

ELECTRIC LIGHTING.

A petition has been sent to the Leal Senado by Mr. G. Hermenier, representing the Société d'Electricité Indo-Chinoise requesting the transfer to them of the contract made with the Société Electrique d'Extrême Orient for the lighting of the thoroughfares of the Colony. The petition states that a new installation in the power house is necessary, and they seek leave to establish a power house on another site. Fifteen months will be required for the new installation and meanwhile the petitioner asks the Leal Senado to light the city with kerosine lamps as formerly at the Colony's expense. Now, the contract made with the Société Electrique d'Extrême Orient was that they should preserve and keep in good condition the old kerosine lamps, and it should be the duty of the Leal Senado to see in the interests of the public, that the terms of the contract are faithfully observed. Moreover, if a transfer is required why was a request not made by the present, concessionnaires?

A SUICIDE.

On Saturday a runner of the Macao Hotel, named Silva, was found dead on the hill near the lighthouse, having been shot in the right temple. The weapon, assumed to be a revolver, could not be found. The deceased is stated to have left a letter in his room announcing his intention to end his life.

THE GUARDSHIP.

The "Rio Lima" left on Friday for Canton.

HAMBURG.

(FROM OUR CORRESPONDENT.)

Hamburg, December 13th.

THE GERMAN ARMY.

The Reichstag resumed its sittings on the 22nd ult. As was to be expected the Moltke-Harden-case was brought up and made the occasion of violent attacks on the Chancellor, the army in general and the military authorities by the leaders of the clerical party—the centre—and the socialists. Prince Bülow replied to the one and the secretary for war, General von Einem, to the other. They both expressed their regret at having to speak on so loathesome a subject, but assured the house that the army was by no means the Sodom and Gomorrah it had been represented. On the contrary a high moral standard prevailed among the officers and although there might be cases of individual depravity, the most searching inquiries instituted since the appearance of the articles in the "Zukunft" had failed to produce any positive evidence to that effect. It was said to be notorious that practices such as formed the subject of the present interpellation existed and had increased during the last twenty years, but it was all based on hear-say, and no proofs had been forthcoming. With the exception of the man Bolhardt, who at the Moltke-Harden trial had volunteered his evidence it had been impossible to discover other witnesses, and his depositions, owing to his antecedents, could hardly be considered conclusive. Even Count Lynar, against whom such grave charges had been brought, had, as far as present information went, been guilty only of an indecent assault, which being reported to his Colonel had led to his being placed on the retired list, pending further investigation and against Count Hohenau nothing had as yet been proved. A military court was now engaged in trying the two cases and it was to be hoped that the accused who had left the country would put in an appearance. As to Count Moltke and Prince Eulenburg, Herr Harden himself had declared that he had never intended to impute criminal acts to them, only unnatural propensities. They—Prince Bülow and the military authorities—had been accused of dereliction of duty by trying to hush up matters, but they pledged their word that far from such being the case they were determined to sweep away with an iron broom any moral filth they might discover, General von Einem adding that he would not even tolerate officers not normally constituted in the army and that if he should meet with any he should insist on their immediately resigning their commissions as such men were not fit to wear His Majesty's uniform. They had been blamed for not bringing the matter to the notice of the Kaiser at once, but they had both felt that, to do so, before having obtained irrefutable evidence substantiating the charges, would have shown want of consideration for the feelings of their imperial master. It was different with the Crown Prince, who had performed an act of filial duty in acquainting his father with what had become the common talk of the mess-room, for which great credit was due to him. As to the Kaiser himself, who alone possessed the right to deal with his aide de camps, he had at once discharged Count Hohenau from his functions and had ordered a strict inquiry into the allegations preferred. He had no wish to screen anybody and had declared on more than one occasion that he was determined to eradicate relentlessly without regard to person all base elements from the army.

Both Prince Bülow and General von Einem expressed a wish that the present procedure in criminal cases might be altered so as to guard against witnesses being exposed to the moral torture of an inquisitorial inquiry into the most intimate relations of their private lives such as Frau von Elbe and her son had been subjected to in the Moltke-Harden trial.

One would have supposed that after this the matter would have been dropped but on the following day a most painful sensation was created in the Reichstag by Herr Paasche, a member of one of the parties belonging to the so-called bloc—coalition of the different parties supporting the government formed after the last elections in opposition to the centre, the socialists and others—returning to the charge. He said that he was in possession of evidence clearly establishing the guilt of counts Lynar and Hohenau that it must have been known to the military authorities, though not necessarily to Prince Bülow and General von Einem, in whose good faith he implicitly believed. He had apprised the Chancellor of his intention to renew the discussion and was surprised at his absence. Another member of the bloc then rose and expressed regret that Herr Paasch should have thought it necessary to revert to the subject; he would in his opinion have acted more to the purpose by handing the proofs he held to the court martial now sitting. As Prince Bülow was not to be found, one of the military secretaries said a few words in refutation of the charge, leaving it to the Chancellor to answer it more fully at the next meeting of the Reichstag. On the following day Prince Bülow appeared and explained that serious indisposition had been the cause of his absence on the previous evening, that he had discussed the matter with Herr Paasche but had no recollection of his having given him notice of his intention to revert to the subject, and as he had always looked upon him as a personal friend, he felt much aggrieved by his conduct. He could only repeat that they had no wish to shield anybody but were determined to root out the evil, without considering whether the "blackguards" were civilians or military men, private soldiers or generals, counts or princes. He was glad to be able to inform the house that counts Lynar and Hohenau had returned. He then moved the adjournment of the sitting, which caused a tremendous uproar amongst the opponents of the government and it was some time until quiet was sufficiently restored to pass the resolution.

The leaders of the bloc met without delay and seeing the dangerous aspect the affair was assuming, decided to declare at the next sitting, each of them separately as spokeman of his party, their entire confidence in the chancellor. This was accordingly done, whereupon the Prince thanked them warmly, adding that he was glad to say that Herr Paasche had placed the evidence in his possession at the disposal of the military court and their former friendly relations had been renewed.

Thus an incident ended which might have led to the disruption of the bloc and the resignation of the Chancellor.

The 16th of this month has been fixed for the hearing of the Moltke Harden appeal case in the criminal court. [See our telegram, H.D.P., Jan. 6th.]

EMPLOYERS' LIABILITY.

The supreme court of Leipzig has just given a decision of great importance concerning the liability of employers. According to the act, compensation cannot be claimed by workmen in cases of accidents or death if they can be proved to have themselves caused the accident through culpable negligence or some other fault of their own. In the present instance a chief engineer in some works on the Rhine, noticicing that several workmen employed in a pit underneath the gas engines were in imminent peril of their lives owing to a sudden escape of gas and under the impression no doubt that only immediate assistance could save them rushed to their rescue without waiting for the necessary appliances and was himself asphyxiated and died. On his family claiming compensation the employers, as they distinctly state, acting on behalf of the company with whom they were insured, repudiated all liability on the plea that the engineer had not met his death in the performance of his duties, but in consequence of a rash act of his own, as he must have known that without the foul air helmet an attempt to enter the pit could have but one result. The family thereupon sued the firm and obtained verdicts in their favour both in the court of the first instance and that of the second. The supreme court has now confirmed these judgments holding that although a person has no claim against his employers if, in trying to save the life of another he neglects the necessary precautions, and does not feel sure that success is possible, in the case before them deceased had not stopped to consider but had acted promptly in the belief that no time was to be lost and it had moreover been proved that he had had every reason to suppose that sufficient atmospheric air had in the mean time entered the pit to render the gases innocuous. He had therefore not acted with culpable negligence but under the influence of an heroic sense of duty and in the interests of his employers, who must therefore be held liable. This verdict will no doubt meet with general approval.

THE GLIEMANN ESTATE.

I am glad to be able to state, that Messrs. Cölle and Gliemann have resumed payment with the consent of the creditors of the Wax Bleaching works, who have agreed to leave their claims on the private estate of Mrs. Gliemann in abeyance until the question of her liability shall have been decided. Her lawyers have found out that the entry on the register is not in accordance with the declarations made at the time by the parties concerned, and is therefore null and void.

DUFF DEVELOPMENT COMPANY.

SIAMESE GOVERNMENT'S INTERFERENCE.

The fifth annual ordinary general meeting of this company was held at Winchester House Mr. R. W. Duff presiding, in the absence in the East of Mr. F. Douglas Osborne (chairman of the company).

The Chairman, in moving the adoption of the report, dealt in detail with the accounts. With regard to the company's work during the year, it would be seen, said the Chairman, that the policy which had been decided upon at the extraordinary meeting held in November last had been adhered to.

The work of the staff in Kelantan had been devoted to the collection of revenues, to agriculture, to the erection and working of the saw-mill and repair shop, to dredging, and river prospecting by means of boring. It was satisfactory that, whereas the working expenses in London and in the East during 1906 exceeded the income by £10,900, the approximate accounts which had been prepared for the eight months ended 31st August, 1907, showed that the working expenditure and interest in London and in the East during the same period had been nearly covered by the income derived from the dredges and the general revenue.

The amount of capital expenditure on development was £5,000, the bulk of which was devoted to rubber planting. The company's nurseries contained 400,000 young trees, and no difficulty was experienced in obtaining a plentiful supply of good seed. This expenditure, therefore, had provided the company with a valuable asset which would increase in value, the conditions of soil and climate being most favourable.

Dealing with the work done in the past, there were, said the chairman, many sources from which they should have derived revenue which had been almost unremunerative. Apart from the value of the gold recovered, the revenues of the company in 1906 amounted to only £2,000 and in the first eight months of this year to £3,000. He was perfectly satisfied that had the company been allowed to work on the lines on which it was first established, these figures would have been multiplied many times over, and had they been in a position to administer their territory, to develop it, and collect their revenues, the latter would have been so large that they might have been in a position to-day to prosecute development work without having to provide further working capital.

Briefly, owing to the failure of the Siamese Government to abstain from interference in the internal administration of Kelantan, and the consequent breaking by the Kelantan Government of their agreement with the company, the company was not at present on a paying basis. He had the best reasons for believing that negotiations were proceeding between Great Britain and Siam, which, if concluded, would directly affect the political status of Kelantan and consequently also the interest of the company. If however, the company's interests were not safeguarded, they would have to review the situation and seek redress for the losses they had sustained, and he thought the best course would be to apply for a court of arbitration to inquire into their grievances and assess the amount of damages.

The report was then adopted, and the Chairman was re-elected a director. The auditors were also re-elected.

GUARDS CASE DECISION.

OFFICERS UPHELD.

As briefly reported in our telegrams, the Army Council found that Lieutenant H. C. Woods, of the Grenadier Guards, who complained that he was boycotted by his brother officers on account of his studious habits, is inefficient as a regimental officer, and that his retention in the service is not in the interests of the Army.

This decision, says a London paper, is the sequel to one of the most remarkable military cases of recent years. Lieutenant Woods, who admitted that he never was popular during his service in the 2nd Battalion of the Grenadier Guards, appealed under Section 42 of the Army Act against certain adverse reports made on him by Major Gathorne-Hardy and Major Corkran, his senior officers, and by Colonel Cavendish, the commander of the battalion.

The Army Council directed an inquiry, which was held at Chelsea Barracks under the presidency of Major-General Sir Francis Howard.

The report is as follows:—

"The Army Council have reviewed the whole proceedings in the light of the advice tendered to them by the court of inquiry, and they have arrived at the following conclusions:—

"They find that Lieutenant Woods is inefficient as a regimental officer, and that his retention in the service is not in the interests of the Army.

"They find that misunderstanding would have been averted if Colonel Gordon-Gilmour, who commanded the battalion up to October 1906, had made more searching inquiry and reported more thoroughly on the qualifications of Lieutenant Woods for his regimental duties, particularly as regards his power of commanding men.

"Whatever are the good qualities of Lieutenant Woods in other respects, and however capable he may be of succeeding in another vocation, the Army Council are satisfied that he has failed as a regimental officer.

"They think that at no period of his career was he a really efficient regimental officer, and that as his responsibilities increased with his service he fell further and further short of the standard required of officers of his rank.

"In the end his deficiency became markedly apparent, and in the earlier stages it would probably have attracted notice but for the unduly favourable reports rendered on him by his former commanding officer. These reports in the opinion of the Army Council, afford Lieutenant Woods some reason to complain that he was not informed earlier of the defects in his capacity for command which have now been brought to light.

"The Army Council find that, in making their reports neither Lieut.-Colonel Cavendish, Major Corkran, nor Major Gathorne-Hardy were actuated by prejudice or bias. They were only doing what they conceived to be their duty, and, subject to the observations which follow, the Army Council concur in the substance of the reports on Lieutenant Woods made by his superior officers. But as regards the form, these reports bear an appearance of abruptness, and in some instances have been worded unnecessarily strongly.

"The evidence and the advice given them have led the Army Council to the conclusion that any unpopularity that may have existed in the case of Lieutenant Woods was due not, as was suggested by him, to his studious tastes or temperate habits, or to the fact that he did not gamble or take part in field sports, but to the circumstance that he had not the faculty of associating himself with the modes of thought and work of his brother officers.

"He was undoubtedly anxious to be active, but he appears to have failed to recognise the duty of identifying his life and career with the working and interests of the battalion as a whole, rather than with what his individual tastes led him to prefer. This was, in the Army Council, the secret of his unpopularity.

"The Army Council have come to the conclusion that some degree of pressure was more than once brought to bear on Lieutenant Woods, with view to inducing him to resign, by Lieut-Colonel Cavendish, Major Gathorne-Hardy, and Captain Stucley. They believe that these officers intended merely to give Lieutenant Woods advice, which they thought justified, to the effect that he must resign if he desired to avoid adverse reports which they felt that they would have to make on him.

"The Army Council desire, however, to record the opinion that the duty of superior regimental officers is to abstain from giving such advice, even in a friendly spirit.

"Their real duty is to make their reports conscientiously and fearlessly, bearing in mind on the one hand that they must be satisfied that the reports are just, and, on the other hand that the efficiency of the Army depends on their expressing their candid opinion, whether favourable or adverse.

"A senior officer should never hesitate to give friendly advice to those under him, but such advice should not be in the direction of suggesting resignation. The responsibility for taking action on adverse reports rests solely with higher authority.

"There are one or two points of detail on which the Army Council wish to comment.

"Lieutenant Woods set forth in the statement of his case allegations against Captain Bonham and Major Corkran. At page 6 of his appeal, Lieutenant Woods alleges that Captain Bonham wrote to the commander of the Turkish Gendarmerie (a force which Lieutenant Woods was at one time desirous of joining) stating that he was totally unfit to this force. Upon this the Army Council have to observe that no atrempt was made by Lieutenant Woods to substantiate this charge, and that it appears to have been entirely unfounded.

"On page 7 of his appeal Lieutenant Woods suggests that nothing he did or could have done would have altered the conclusion pre-determined by the opinion of certain of his brother officers that he was not a fit companion for them, and must, at all hazards, be removed from their society.

"He also suggests that, actuated by this feeling, Major Corkran made a report which was clearly affected by this general prejudice. This suggestion was withdrawn in open court by Lieutenant Woods, and the Army Council take the view that it was without foundation.

"They must observe that these imputations seem to have been recklessly made and are, in a case of this kind, much to be deprecated."

THE MONTE CARLO MURDER TRIAL.

VERDICT AND SENTENCE.

Monte Carlo, December 4th.

The trial of Mr. and Mrs. Vere Goold for the murder of Mme. Levin was resumed here this morning, when Maitre Allain, Advocate-General, addressed the Court for the prosecution. He traced the dissolute and adventurous careers of the prisoners with scathing comment, showing how Vere Goold became a slave to drink, and how the couple gradually sank from makeshifts and borrowing to stealing, and from stealing to murder. He dwelt upon the crime in all its gruesome details, described the attempts to dispose of the body and escape, and argued that, in spite of all denials, premeditation was clearly proved. The evidence went to show, he maintained, that the murder could not have been carried out single-handed, and that the female prisoner had taken part in it; he declared that if the crime could be punished by two deaths Mrs. Goold deserved them both. There were no extenuating circumstances, and he demanded that both should be condemned to death.

At the afternoon sitting Maitre Kuneman spoke on behalf of Goold. He had hardly begun his speech when Mrs. Goold had a fit of hysterics, and the proceedings were temporarily suspended. Maitre Kuneman appealed to the impartiality of the Judges, and scouted the idea of imposing the death penalty in these enlightened times. So far from being the ferocious brutes which the Advocate-General had depicted, the Goolds had led a quiet, respectable life, and had never before been called to account by any Court of law. He dwelt upon Goold's passion for his wife and affection for his niece, and argued that if he had really premeditated this crime he could easily have killed Mme. Levin with a single blow. It was not even proved that it was he who struck the blow which proved fatal. He asked the Court to find extenuating circumstances, and to pass a sentence of imprisonment without penal servitude.

Counsel for Mrs. Goold contended that there was no proof of premeditation, and asked that his client should be sentenced to a term of imprisonment.

Sentence was delivered this evening. Mrs. Goold was condemned to death, and her husband to penal servitude for life.

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NOTICE.

THE Interest and Responsibility of MR. REUBEN MARCUS EZEKIEL in our Firm, ceased by mutual consent on and from 31st December, 1907.

ERICH GEORG & CO.
Hongkong, 7th January, 1908. 158

VICTORIA CHAPTER No. 525, E.C.

A REGULAR CONVOCATION of VICTORIA CHAPTER will be held at the FREEMASONS' HALL on SATURDAY, the 11th inst., at 8·30 for 9 P.M. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 7th January, 1908. 159

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Hongkong, 7th January, 1908.

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THE Estate E. F. SCHMITT, late Lightkeeper Cape Cami, Hoihow. All outstanding accounts as well as assets should be sent at once to the undersigned.

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THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE ANNUAL DANCE will be held at the CITY HALL on FRIDAY, the 10th instant. Members who have not yet received Tickets may obtain same from the SECRETARY. It is requested that lists of guests be forwarded as soon as possible.

Hongkong, 6th January, 1908 154

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Hongkong, 1st January, 1908. 131

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NOTICES OF FIRMS

NOTICE.

MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to Sign the name of our Firm per procuration from This Date.

SIEMSSEN & CO.
Hongkong, 31st December, 1907. 121

NOTICE.

WE have This Day OPENED a BRANCH of our Firm at CANTON and authorised MR. RUDOLF LENZ to Sign per procuration.

SANDER, WIELER & CO.
Hongkong, 1st January, 1908. 136

NOTICE.

THE Interest and Responsibility in our Firm of MR. ARMIN HAUPT ceased by mutual consent on the 31st December, 1907.

MESSRS. GUSTAV FRIESLAND and ADOLF WIDMANN have been admitted PARTNERS from This Date.

MELCHERS & CO.,
Hongkong & China.
Hongkong, 1st January, 1908 124

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 1st January, 1908. 125

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 1st January, 1908. 126

NOTICE.

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of J. R. MICHAEL & CO. The Partners in the Firm are myself and MR. S. H. MICHAEL.

J. R. MICHAEL.
Hongkong, 1st January, 1908. 128

NOTICE.

MR. JOHANN GEORG LUDWIG SCHROETER having retired from our Firm, his interest and responsibility ceased on the 31st December, 1907.

Mr. PAUL FRIEDRICH HERMANN WESTENDORFF has TO-DAY been admitted a partner and we have authorized Mr. PETER HARTWIRG NELLENR to Sign our Firm from This Date.

MEYER & CO.
Hongkong, Canton, Shanghai, Hankow } 1st January, 1908.
129

INTIMATIONS

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Experienced Teacher.

Apply— "A. E. HARA,"
34, Lyndhurst Terrace.
Hongkong, 4 January, 1908 143

COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in 190 . In perfect working order but bought out by opposition and to be SOLD CHEAP. 6 Ton $C.O_2$ belt driven Compressor, Compound Engine, Babcock and Wilcox boiler, W. I. Chimney. $C.O_2$ Condenser, Distilling Apparatus, Freezing Tank Piping, Spares, &c., &c. Apply—

BANGKOK MANUFACTURING CO. LD.,
Bangkok, (Siam).
Bangkok, 17th December, 1907. 132

SWATOW DRAWN WORK COMPANY.
38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of
DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.
Hongkong, 19th October, 1907. 1685

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.1, A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	96½ "
Width of Entrance on Bottom	88½ "
Water on Blocks at Spring Tide	34½

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	6½ "

DOCK No. 2.

Extreme Length	371 feet
Length on Blocks	[illegible]
Width of Entrance on Top	[illegible] "
Width of Entrance on Bottom	[illegible] "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P specially built for SALVAGE PURPOSES equipped with necessary gear always ready Short Notice. 799

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (TUESDAY),
the 7th January, 1908, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street,
SUNDRY HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE and SINGLE IRON BEDSTEADS and MATTRESSES, TEAKWOOD WARDROBES with Bevelled Glass, OVERMANTELS with Bevelled Glass, SIDEBOARD and DINNER WAGGONS with Bevelled Glass, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBES with Bevelled Glass, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPETS, COOKING STOVE and UTENSILS, &c., &c., &c.;
Also,
One COTTAGE PIANO by Pleyel.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th January, 1908 147

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
On FRIDAY,
the 10th January 1908, at 2.30 P.M., at No. 7, "The Haystack," The Peak,
THE WHOLE OF THE
HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Comprising:—SILK-TAPESTRY DRAWING ROOM SUITE, BLACKWOOD TEA TABLES and FLOWER STANDS, OVERMANTELS, AMERICAN ROLL-TOP DESK, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Bevelled Glass, GLASS, CROCKERY and E.P. WARE, BRASS-MOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE-TOP BUREAU with Bevelled Glass, CHEST-OF-DRAWERS, &c., &c., &c.
Also,
One COTTAGE PIANO.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 6th January, 1908. 156

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—

GEO. PENWICK & Co., LTD.
Hongkong, 8th June, 1906. 84

TO LET

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 93

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 9th December, 1907. 102

TO LET.

AUCTION ROOMS, No. 2, Zetland Street.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 7th January, 1908. 87

TO LET.

LARGE ROOM on first floor of No. 16, DES VŒUX ROAD.

Apply to
FERD. BORNEMANN,
No. 16, Des Vœux Road Central.
Hongkong, 4th January, 1908. 144

TO LET.

2 GOOD ROOMS, suitable for Offices, at No. 19, QUEEN'S ROAD CENTRAL, next to Hongkong Hotel.

Apply to—
KELLY & WALSH, LD.
Hongkong, 4th January, 1908 145

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD
Hongkong, 1st January, 1908 85

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.

Apply to—
HEWAN & CO.,
Care of China Merchants S. N. Co.
Hongkong, 1st October, 1907. 94

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to—
SPANISH PROCURATION.
Hongkong, 18th October, 1907. 97

TO LET.

NO. 59, CAINE ROAD.

Nos. 27 and 31, SEYMOUR ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 99

TO LET

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 3rd December, 1907. 100

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to— E. D. SASSOON & CO.,
Compradore Department.
Hongkong, 22nd August, 1907. 93

TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—
THE COMPRADORE DEPT.,
JARDINE, MATHESON & CO, LTD.,
Connaught Road Central.
Hongkong, 12th December, 1907. 105

TO LET.

NEW and COMMODIOUS SHOP in Des Vœux Road Central, moderate rental.

FLATS in Des Vœux Road Central.
No. 14, SALISBURY AVENUE, Kowloon.
No. 2, GRANVILLE AVENUE, Kowloon.
No. 3, EAST TERRACE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 27th November, 1907. 117

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FERD. BORNEMANN & CO.

Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 4th January, 1908. 96

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 168

TO LET
IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96 and 101, Praya East.

Apply to— CHATER & MODY,
Victoria Buildings.
Hongkong, 10th December, 1907. 92

TO LET.

NO. 2, CHANCERY LANE. Furnished or unfurnished 6 ROOMS. Electric Light.

"STILLINGFLETE" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 4th January, 1908. 146

TO LET.

"EGGESFORD" (Furnished) No. 114, PEAK. Contains 6 ROOMS.

No. 71, WYNDHAM STREET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.

No. 1, ALBANY.
No. 6, DES VŒUX VILLAS (PEAK).
No. 2, BEACONSFIELD ARCADE.
No. 57, PRAYA GRANDE, Macao.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 4th January 1908 [89

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 168, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORSTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st January, 1908. 86

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—
YEE SANG FAT & CO,
Same Address.
Hongkong, 7th October, 1907. 95

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ Per Cent. per annum.

Depositors may transfer at their option balances $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January 1907. 21

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi Djeddah, Bangkok, Saigon, Shanghai.

BANKERS:
London: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.
Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
Berlin: DEUTSCHE BANK.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per annum on the Daily Balances.

On Fixed Deposit: 12 months 4% per annum.
do. 6 do. 3½% do.
do. 3 do. 3% do.

J. BOETJE Manager
26] No. 16, Des Vœux Road Central

THE BANK OF TAIWAN LIMITED

INCORPORATED BY SPECIAL IMPERIAL CHARTER.

CAPITAL SUBSCRIBED ..... Yen 5,000,00
CAPITAL PAID-UP ..... " 3,750,00

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kobe	Tainan
Anping	Nagasaki	Tamsui
Foochow	Osaka	Tokio
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Account. Deposits received on terms which may be on application.

D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 1750

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.

CAPITAL PAID UP ... ... Gold $3,250,000, = about Mex. $5,900,000
RESERVE FUND ... ... Gold $3,250,000, = about Mex. $5,900,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong 24th July, 1907. 1699

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUNDS:—
STERLING
£1,000,000 at 2/- = $10,000,000
SILVER 11,750,000
$21,750,000
RESERVE LIABILITY OF PROP'TORS 10,000,000

COURT OF DIRECTORS.
G. H. MEDHURST, Esq.—Chairman.
Hon. Mr. HENRY KESWICK,—Deputy Chairman.

A. Fuchs Esq.	E. Shellim, Esq
E. Goetz, Esq.	R. Shewan, Esq
A. Haupt, Esq.	H. A. W. Slade, Esq.
C. R. Lammann, Esq.	H. E. Tomkins, Esq
A. J. Raymond, Esq.	

CHIEF MANAGER
Hongkong—J. R. M. SMITH

MANAGERS:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1907. 20

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT } Berlin.
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
M. A. VON ROTHSCHILD & SOEHNE } Frankfurt a/M.
JACOB S. H. STRAN
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. 24

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent
for 6 " 3½ "
for 3 " 2½ "

JOHN ARMSTRONG,
Manager.
Hongkong, 7th January, 1908. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,000
RESERVE FUND	170,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months	4 per cent.
For 6 "	3½ per cent.
For 3 "	2½ per cent.

EVAN ORMISTON,
Manager.
Hongkong, 30th April, 1907. 23

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 15,500,000

BRANCHES AND AGENCIES.

Tokyo	Kobe	Osaka
Nagasaki	London	Lyons
New York	San Francisco	Honolulu
Bombay	Shanghai	Hankow
Chefoo	Tientsin	Peking
Newchwang	Dalny	Port Arthur
Antung	Liaoyang	Mukden
Tieling	Chang Chun	

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum
" " " 6 " 4% " "
" " " 3 " 3% " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1907. 560

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND ... FL. 5,378,375 (£448,000)

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4½% per annum,
" do. 6 do. 4% do.
" do. 3 do. 3½% do.

J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907. 25

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1905
£17,837,119.

I. AUTHORISED CAPITAL...	£3,000,000	
SUBSCRIBED CAPITAL....	2,750,000	
PAID-UP CAPITAL.....	687,500	0 0
II. FIRE FUNDS.....	3,386,720	19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1146

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. 28

FOR SALE

FOR SALE.

A FINE COPY OF CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1860-4 and bound Half-Green Calf. Splendid Condition.
Apply to—
"CAMOENS,"
Care of "Daily Press" Office.
Hongkong, 21st December, 1907. 2001

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).
The property contains by admeasurement 103,950 square feet. Crown Rent, $238.00 per annum.
For further particulars, apply to
GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 106

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日壓英中年十五
FROM 1st JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWANG SHU.
PRICE $2 CASH.
On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.
Hongkong, 3rd October, 1906. 1841

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 19, Queen's Road Central (First-floor).

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
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Each capsule bears the name MIDY
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For functional troubles, delay, pain and those irregularities peculiar to the sex.
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Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
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A TABLE OF THE
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P. AND O. STEAM NAVIGATION COMPANY.

The ordinary general meeting of the proprietors was held on December 11th at the offices of the company, Leadenhall-street, E.C., Sir T. Sutherland presiding.

The Chairman, in moving the adoption of the report, said the year which had passed over their heads had been one of somewhat varying experiences, but closed on the whole more successfully that at one time some of them ventured to hope. They were enabled to pay a dividend and bonus averaging a return of 9 per cent. on the total amount of the paid-up stock after setting aside the handsome appropriation of £460,000 for depreciation—that was to say, £80,000 more than the normal 5 per cent. on the original cost of the fleet. The soundness of that policy in writing down the values of the fleet was, he thought, reflected in the market value of their stock, the comparative steadiness of which was remarkable amid the *bouleversement* of what were called gilt-edged securities. The most prominent feature in the revenue account was, of course, that of freight receipts, amounting to £1,155,615, about £34,000 above the sum raised last year. They had had some special drawbacks to contend with which seriously affected their resources and their revenue. Undoubtedly the most serious of these drawbacks was the great fight which they had at Antwerp with their German friends. The treaty of peace had not been operative so far as rates were concerned, as they had in their eagerness to fight the battle, entered into engagements for months forward at fighting rates. Antwerp as a port was more necessary to them now than ever before, because it was impossible for them to fill their ships either to or from the Port of London alone. The trade with the Continent in connexion with the Far East was increasing, and, after all, Europe was a good deal larger than this little island.

THE PORT OF LONDON.

Perhaps the situation would be somewhat improved if London should happily become a more economical port. The long-promised legislation for settling the future port authority was, he believed, at last near achievement. He ventured to hope that, when the port authority was constituted, the improvement and extension of facilities on the Thames would take rather the direction of being increased at the mouth of the river than up river in the vicinity of the Victoria Docks. He confessed to having changed his mind absolutely on that subject on account of the increasing size of vessels and the necessity of facility of access for those great vessels; also his view had been affected by the consideration that traction on land had undergone a revolution, and they were now enabled, provided they had proper roads and bridges, to bring the district of Tilbury as conveniently near to the centre of London as the Albert Dock was at the present moment.

CHANGES IN FAR EASTERN TRADE.

Speaking of the Far Eastern trade, he stated that the whole of their colonial trade between Bombay and Japan had been wiped out by the energy of their Japanese competitors. They had, he imagined, been forced by their Government to increase their departures from Bombay. That trade, consisting chiefly of raw cotton, and amounting to about 70,000 bales, was worked as a monopoly between an association of spinners and the shipowners. Some time ago they had thought it impossible that an enlightened people like the Japanese could shut their eyes to the advantages of free trade and competition. In order to demonstrate their case the board caused to be purchased one or two cargoes of cotton and sent it to Japan, when they found to their surprise and horror that they could not sell a single bale and had to bring it back. This policy on the part of the Japanese seemed hardly fair to the P. and O. and to others, seeing that during the war they carried on the whole of that business for the benefit of the Japanese manufacturing interest. The *denouement* was startling in the extreme. It seemed as if the soul of the people had suddenly awakened to a degree of almost supernatural activity. There was another curious feature in connexion with their trade between Bombay and China. The trade had been somewhat dull in China during last year, and, as far as he knew, for the first time in history 50,000 bales of Bombay cotton yarn had this year found their way into Europe. Was this a passing incident, or was it a prophetic note of the influence of cheap labour in the Far East of which we might hear a great deal later? But while they had had drawbacks they had also had some countervailing advantages, although he could not say that the prospects of shipping in the way of trade at present were of a brilliant character. To sum up the total results of income and expenditure, there was a difference in favour of this year of between £7,000 and £8,000. The accounts showed as good a result as last year, and something approaching £8,000 better.

THE NEW MAIL CONTRACT.

On this the first opportunity he congratulated the proprietors on the new mail contract, which settled and defined in great measure the course of the company's business for the next seven years. Their proposals were accepted after a long interval, because they were sent abroad to India and the Far East for the consideration of the authorities in that part of the world, but they were accepted eventually without any negotiation whatever (hear, hear), and, seeing the trouble that some companies had in settling their mail contracts with the Government or not settling them at all, they might consider themselves fortunate. Although in undertaking this more arduous service, having regard to the present price of fuel, they felt a little anxiety for next year, they were perfectly confident that in the long run the contract would answer the company's purposes, as these contracts had done heretofore. Last year they were threatened with a new Australian service in powerful hands, but that scheme perished still-born, which was certainly the best result for all concerned, and most assuredly for the investors who intended to place their money in it. The Australian mail contract, which ran alternately with their own, had been given to their good friends the Orient Company, and they were glad that should be the case. But now they were threatened with another nail in their coffin.

THE "ALL-RED" ROUTE.

They were threatened with an "all-red" route, the scheme of which they heard a great deal about at the time of the great Colonial Conference. Under it, express ships like the Lusitania and the Mauretania, he supposed, were to run *via* Canada to New Zealand and Australia. It had been the ambition of Canada for many years to have an express service of this character. He had himself been applied to once or twice in connexion with the project, but up to the present time nobody had been willing apparently to meet the necessary expenditure. To accomplish an express service to New Zealand and Australia would indeed demand gigantic resources, and it would be a matter of great interest to find out where those resources were to be found. And there was another question. The distance between Vancouver and Wellington, New Zealand, was in round figures 6,300 nautical miles, and how express steamers were to be built in order to carry coal for that distance was an engineering problem which he believed was at the present moment insoluble. He had not been much surprised, therefore, to see by correspondence in the Press that there was a gradual toning down of the idea of this express speed for the Pacific part of the service, and it had been suggested that the ships engaged in this service should coal at Honolulu. But, good heavens, if the ships were to coal at Honolulu, what became of the "all-red" route? For Honolulu was an American port, and the "all-red" route would appear to be a phrase merely to throw dust in the eyes of an innocent public. Speaking of the passenger trade, he was sorry to observe that the Commonwealth had adopted the policy of excluding companies like theirs from participating in the coasting traffic of Australia. If the threatened measure passed, as it seemed likely to do shortly, this company would be deprived of an income on their Australian lines of between £25,000 and £30,000 a year, which was, to say the least, somewhat disagreeable. Unfortunately this policy of the Commonwealth synchronized with the new tariff, which certainly imposed upon them immediately a very high charge leviable on all the stores on board their vessels, and might have the even more serious effect of interfering with general exports from this country. In conclusion he expressed the opinion that the company had never been in a stronger position.

Mr. S. S. Gladstone seconded the motion for the adoption of the report, which was agreed to unanimously.

THE ANTI-OPIUM MOVEMENT IN CHINA.

SATISFACTORY PROGRESS.

The *Times'* correspondent at Peking wired on December 6th:—

The Chinese Government has addressed a note to the British Minister expressing grateful recognition of the British Government's sympathetic co-operation in China's endeavours to abolish the opium trade; accepting the conditions stated for the reduction of the import of the Indian drug *pari passu* with the decrease of the production of native opium; and at the same time foregoing the proposal to increase the import duty on foreign opium. The document affords welcome evidence of the good faith of the Chinese Government and its genuine desire to effect this reform.

Recent information from Consuls and missionaries is generally of a conflicting nature, showing that the effect of the Imperial edicts chiefly depends on local public opinion and on the personality of the responsible officials. But it may be safely stated that the anti-opium movement commands the support of a large section of the people and has already produced hopeful results. Wherever public sentiment and vested interests combine to oppose the regulations the Government has no effective means of enforcing them, and, therefore, the most satisfactory feature of the movement consists in the fact that the people, as distinct from the Government desire the suppression of the traffic.

China, in July, accepted in principle the American Government's proposals for an international conference to investigate the question of opium abolition, but, presumably owing to lack of initiative, no step has been taken to appoint or convene delegates.

PROGRESS OF BRITISH NORTH BORNEO.

The people directly interested in British North Borneo held their thirteenth annual dinner at the Hotel Cecil on December 11th. Sir Charles Jessel occupied the chair, and the company of 280 included Count Mutsu, Baron Emile d'Erlanger, Major-General Sir A. E Turner, Sir W. Baillie-Hamilton, Sir W. H. Treacher, Sir R. B. Martin, Sir Charles P. Lucas, Sir Ralph Moor, Sir Charles Forrest of Comiston, Sir H. F. Hibbert, Colonel Sir Augustus Fitz-George, Vice-Admiral Sir J. Durnford, Vice-Admiral Sir Bouverie Clark, Major-General Sir Ronald Lane, Sir Montagu Ommanney, the High Commissioner for New Zealand, the Agents-General for Victoria, West Australia, South Australia, British Columbia, New Brunswick, and Nova Scotia; the Hon. C. H. Strutt, Mr. Colin Ross, Mr. A. Dick-Cunyngham, Mr. J. A. Maitland, Mr. E. Hudson, Mr. C. V. Creagh, Mr. E. Dent, Professor Wyndham Dunstan, Mr. Sinauer de Stein, Mr W. C. Cowie, Mr Towkay Loke, Rev. W. H. Elton, Mr F. C. Stoop, Mr H. G. Forbes, Mr G. C. Irving, Mr Newton, Mr H. Wagstaff, Mr J. W. Wilson, and the hon. secretary (Mr. W. P. Flynn). After an interesting bioscopic exhibition of scenes in North Borneo Mr. C. Cowie said that thirty-five years ago when he hoisted the British Flag over the first trading station in North Borneo he had no idea that the region would become a thriving British Colony. The revenue which in 1900 was £63,000, had grown to £140,000 last year. The British public did not seem to realise the value of British North Borneo, which comprised 30,000 square miles of territory, a railway 120 miles long, and telegraphs extending over 800 miles. Within the territory were seven companies engaged in the cultivation of rubber. The prospects of tobacco planting were equally encouraging. There were vast deposits of of minerals and coal was being exported. The British in North Borneo had stopped piracy, abolished head hunting and slavery, opened a new field for the profitable employment of British capital, and made a most important addition to the Empire. (Cheers).

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SKETCHY BITS.
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WM. PARLANE, Manager.
Hongkong, 18th November, 1901 43

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SHIPPING.

ARRIVALS.

BERNEO, German str., 2,850, F. Sembill, 6th Jan.—Sandakan 29th Dec., Timber and General—Melchers & Co.

CHINGTU, British str., 2,260, W. B. Brown, 6th January—Australia via Ports and Manila 3rd January, General—Butterfield & Swire.

FUKURA MARU, Japanese str., 1,946, H. Sakamoto, 5th January—Moji 31st Dec., Coal—Mitsu Bishi Goshi-Kwaisha.

FUKUSHU MARU, Japanese str., 1,090, T. Ito, 6th January—Swatow 5th Jan., General—Osaka Shosen Kaisha.

JAPAN, British str., 3,806, J. G. Olifent, 6th January—Calcutta via Straits 19th Dec., General—David Sassoon & Co.

NEUMUEHLEN, German str., 1,970, M. Fischer, 6th Jan.—Kobe, Moji via Nagasaki 31st Dec., Coal and General—Jebsen & Co.

SEKTA, German str., 992, Desler, 5th January—Singapore 28th Dec., General—Siemssen & Co.

TAISHUN, Chinese str., 1,216, R. Stephen, 6th January—Shanghai 3rd Jan., General—Chinese.

TATSU MARU, Japanese str., 1,948, H. Terimme, 6th January—Kobe and Moji 1st January, Coal and General—Wallem & Co.

WAKASA MARU, Japanese str., 3,884, N. Nielsen, 6th January—Yokohama 25th December, General—Nippon Yusen Kaisha.

WILMINGTON, Am. gunboat, 6th Jan.—Canton.

YUENSANG, British str., 1,128, P. H. Rolfe, 6th January—Manila 2nd Jan., General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, 6th January.

Alesia, German str., for Moji.
Armand Behic, French str., for Europe, &c.
Haitan, British str., for Swatow.
Macduff, British str., for Bangkok.

DEPARTURES.

6th January.

CHIHLI, British str., for Hoihow.
GLENESK, British str., for Moji.
HONGKONG, French str., for Haiphong.
PROMETHEUS, Norwegian str., for Swatow.
SHANTUNG, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Chingtu* reports: Fine weather from Sydney to Port Darwin. Strong winds from Port Darwin to Hongkong via Zamboanga and Manila.

The British str. *Japan* reports: Light monsoon and fine to Julids Shoal, from thence to port moderate gale and high seas with overcast weather and continuous rain.

VESSELS IN DOCK.

January 6th.

ABERDEEN DOCKS.—*Lightning*.
KOWLOON DOCKS—*Neil Moleod, Kuenchow, Loosok, Yingking, Hercules, Mercedes, Lockeun*.
COSMOPOLITAN DOCKS.—*Chunsang, Pewan*.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	FLAG & RIG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAVON	Brit. str.	—	Wolfenden	McGREGOR BROS. & GOW	On 9th inst.
LONDON &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	Fren. str.	—	Guionnet	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, HAVRE & HAMBURG &c.	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 9th inst.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Swed. str.	—		MELCHERS & Co.	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 4th February.
HAMBURG VIA SINGAPORE & MOULMEIN	DAPHNE	Ger. str.	—	E. Schipper	SANDER, WIELER & Co.	About 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k.w.	Deinet	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	VANDALIA	Ger. str.	k.w.	Vahsel	HAMBURG-AMERIKA LINIE	On 19th inst.
NAPLES, GENOA, ALGIERS GIBRALTAR &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 15th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabocchia	SANDER, WIELER & Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c	DORTMUND	Ger. str.	k.w.	Ma'chow	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 14th February.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	INDRAPURA	Am. str.	—		SHEWAN TOMES & Co.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—		STANDARD OIL Co.	On 20th inst.
BALTIMORE & NEW YORK	JESSEIC	Am. str.	—	Thompson	ARNHOLD, KARBERG & Co.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 16th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 29th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., LTD.	On 28th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str.	—	D. Mori	TOYO KISEN KAISHA	Sometime in March.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 30th inst., at Noon.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
JAPAN	TJILIWONG	Dut. str.	—	Jurrissesse	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI VIA SWATOW	CHOYSANG	Brit. str.	—	Sandback	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SHANGHAI	NEWCHWANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PAIWAN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	YARRA	Fren. str.	—	Sellier	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	—	J. G. Olifent	DAVID SASSOON & Co., LTD.	To-morrow, at Noon.
SHANGHAI	ICHANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	YUNNAN	Brit. str.	1 m.	W. O. Jones	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
SHANGHAI	TINGSANG	Brit. str.	—	S. M. Reynolds	JARDINE, MATHESON & Co., LD.	On 9th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SOSHU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	On 9th inst., at 9 A.M.
SHANGHAI	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LD.	On 10th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	PETRONIA	Dan. str.	—		MELCHERS & Co.	On 10th inst.
SHANGHAI	DEVANHA	Brit. str.	—	T. H. Bide, R.N.R.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 13th inst.
SHANGHAI	SIKIANG	Ger. str.	k.w.		HAMBURG-AMERIKA LINIE	On 14th inst
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	Ger. str.	—	P. Grosch	MELCHERS & Co.	About 15th inst.
SHANGHAI	YOCHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 21st inst., at 4 P.M.
ANPING VIA SWATOW, AMOY & TAKAO	FUKUSHU MARU	Jap. str.	—	T. Ito	OSAKA SHOSEN KAISHA	To-morrow, at Daylight
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h	J. S. Roach	DOUGLAS LAPRAIK & Co.	To-day, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 10th inst., at 10 A.M.
HOIHOW & HAIHPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 9th inst., at D'light
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD	On 10th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	Fraser	SHEWAN TOMES & Co.	On 11th inst.
MANILA	TEAN	Brit. str.	1 m.	A. Sommerville	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 17th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 18th inst.
CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Middle of January.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Dini	CARLOWITZ & Co.	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD.	To-day, at 3 P.M.
JAVA PORTS	TJISINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN Capt. C. R. Longden, R.N.R.	About 5th Jan.	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Hide, R.N.R.	About 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 11th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong 1st January, 1908

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	† "NEWCHWANG"	On 7th Jan., 4 P.M.
MANILA	* "TAMING"	On 7th Jan., 4 P.M.
SHANGHAI	† "ICHANG"	On 8th Jan., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 9th Jan., Daylight
SHANGHAI	† "YUNNAN"	On 9th Jan., 4 P.M.
YOKOHAMA and KOBE	* "CHINGTU"	On 10th Jan., 4 P.M.
SHANGHAI	† "SHAOHSING"	On 12th Jan., 4 P.M.
MANILA	* "TEAN"	On 14th Jan., 4 P.M.
CEBU and ILOILO	* "SUNGKIANG"	On 15th Jan., 4 P.M.
SHANGHAI	† "YOCHOW"	On 17th Jan., 4 P.M.
CEBU and ILOILO	* "KAIFONG"	On 21st Jan., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE ADELAIDE, and PERTH	* ‡ "CHINGTU"	On 1st Febr., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

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AGENTS.

Hongkong, 7th January, 1908. 11

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., Ld.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 1st January, 1908. 6

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wed'day 15th Jan., at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. GROSCH	About Wed'day, 15th January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	Thursday, 30th Jan., at NOON.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	Middle of January.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA. 5

Hongkong, 6th January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* ANPING VIA SWATOW AMOY AND TAKAO	"FUKUSHU MARU" Capt. T. ITO	WED'DAY, 8th Jan., at Daylight.
† SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SOSHU MARU" Capt. T. SURUGA	THURSDAY, 9th Jan., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

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Hongkong, 7th January, 1908. T. ARIMA, Manager. 13

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
† SHANGHAI VIA SWATOW	"CHOYSANG"	Tuesday, 7th Jan., NOON.
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Jan., 3 P.M.
† SHANGHAI	"TINGSANG"	Thursday, 9th Jan., 4 P.M.
† SHANGHAI	"KWONGSANG"	Friday, 10th Jan., 4 P.M.
* MANILA	"YUENSANG"	Friday, 10th Jan., 4 P.M.
* MANILA	"LOONGSANG"	Friday, 17th Jan., 4 P.M.
*†SH'HAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 21st Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore	1st Class, Single $ 65.	Return $100
Penang	" " 85.	" 130
Calcutta	" " 165.	" 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS

Hongkong, 6th January, 1908 1b

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Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Dini, will be despatched as above on MONDAY, the 13th inst., at NOON.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 1st January, 1908. 4

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC,"

Capt. Thompson, will leave for above Ports on or about SATURDAY, the 25th inst.

For Freight apply to

ARNHOLD KARBERG & Co.,
Agents.

Hongkong, 23rd December, 1907. 108

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Latham, Hongkong

Astraea, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Captain C. L. Vaughan-Lee Shanghai

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Singapore

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. G. W. Davidson, Shanghai

Britomart, gunboat. 710 tons, 900 h.p., Lieut.-Comdr. W. L. Bamber, Shanghai

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Canton

Clio, British sloop, 1070 tons, Comdr, C. D. S. Raikes, West River

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Gresson, West River

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, S'hai.

Handy, torpedo-boat destroyer 295 tons, 6 guns 4000 h.p., Lieut.-Comdr. W. H. Darwall West River

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Dickens, West River

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt.-Comdr. C. A. Freemantle, West River

Kent, armoured, 9800. tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong

King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thursby, Hongkong

Kinsha, river gunboat, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtsze

Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, Hongkong

Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Vaughan, West River

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai

Otter, torpedo boat destroyer, 385 tons, 6 guns 6300 i.h.p., Lt.-Comdr. Kiddle, Hongkong

Robin, river gunboat, 85 tons, 2 guns, 240 h.p, Lieut.-Comdr. Walcott, West River

Sandpiper, river gunboat. 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtsze

Taku, torpedo boat destroyer, Bosn. Strath Hongkong

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong

Teal, river gunboat. 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtsze

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson, Hongkong

Waterwitch, surveying ship, 620 tons 450 i.h.p. Comdr. R. W. Glennie, Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut.-Comdr. H. B. Cox, Hongkong

Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox Yangtsze

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer, Yangtsze

Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. B. Livingstone, Yangtsze

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 2nd inst., at NOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

All Claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 2nd January, 1908. 5

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 4th January, 1908. 150

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,309, Capt. Ferdinand Bublay, Northern Waters

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochin-Chine

Argus, gunboat, 123 tons,—guns, 500 h.p., Lieut. Jeannel, Canton

Caronade, gunboat, Lieut. Kerchael, Saigon

Décidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut.-Comdr. L'Eost, Haiphong

D'Entrecasteaux, French cruiser, 8,000, Capt Tracon, Shanghai

Esturgeon, submarine, Saigon

Henri Riviere, gunboat, Lieut. Portier, Haiphong

Jacquin, river gunboat, Lieut. Le Corelle Annam-Tonkin, reserve

Javeline, destroyer, 330 tons, 7 guns, 300 h.p. Lieut. Sagos-Duvauroux, Saigon

Kersaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon

Lynx, submarine, Lieut. Armbruster, Saigon

Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons 12 guns, 19,600 h.p., Capt. Martel

Mousquet, destroyer, Lieut. Duchemin, Baie d'Along

Olry, gunboat, Lieut Grellier, Yangtse

Pelho, gunboat, Lieut. Marchand, Tongka

Perle submarine, Saigon.

Pistolet, destroyer, Lieut. de Beinach Werth, Baie d'Along

Protée, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 330 tons, Lieut. Vincent de Brichignac, Saigon

Redoutable, battleship. (in reserve) 9347 tons, 8 guns, 6971 h.p., Rear Admiral de Marolles, Saigon

Sabre, destroyer, 330 tons, Lieut. Malliez,

Styx, armoured gunboat, 1796 tons, 10 guns 1700 h.p. Duc, Saigon

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong

Takiang, gunboat, Yangtsze.

Takou, destroyer, Com. Terquem. Saigon.

Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton

GERMAN.

Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Breusing, Tsingtau

Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Küsel

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kloeb, Yangtse

Leipzig, cruiser, Commandant von Rothkerch Paulheon

Luchs, gunboat 850 tons, 10 guns, 1344 h.p. Commander Hartog

Niobe, cruiser, Commander Witschel

Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Glatzel

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Abeken

Taingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Lieut. Brehmer

Vaterland, gunboat—tons, 3 guns, 500 h.p., Lieut. de Sposseti

ITALIAN.

Vesuvioo, cruiser 2,145 tons, Baron de Saint Pierto, Shanghai

PORTUGUESE.

Rio Lima, cruiser, 720, tons, 7 guns, Macao.

UNITED STATES.

Barry, destroyer, 420 tons, Ens. David Lyons, Cavite

Callao, gunboat, 243 tons, Lt. Guy Whitlock, Canton

Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite

Chattanooga, cruiser, 3200 tons, Commander R. C. Smith, Cavite

Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite

Colorado, armoured cruiser, 13,680 tons, Captain S. H. Staunton, Cruising

Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai

Dale, destroyer, 420 tons, Ens. G. V. Stewart, Cavite

Decatur, destroyer, 420 tons, Ens. C. W. Nimits, Cavite

Denver, cruiser, 3200 tons, Commander W. B. Caperton, Cavite

Galveston, cruiser, 3200 tons, Commander B. W. Hodges Cavite

Helena gunboat, 1392 tons, Commander R. M. Hughes, Yangtsze

Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising

Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo

Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongapo

Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising

Quiros, gunboat, 350 tons, Lt. H. P. Perrill, Yangtse

Villalobos, gunboat, 370 tons, Lt. A. Andrews Yangtze

West Virginia, armoured cruiser, 13,680 tons, Capt. J. B. Milton, Cruising

Wilmington, gunboat, Commanding W. R. Rush, Hongkong

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Canton: Messrs. A. S. WATSON & Co.

Hongkong, 4th October, 1903.

SHIPPING IN PORT.

STEAMERS.

ALESIA, German str., 2,450 Frost, 23rd Dec.—Portland Or., and Moji 18th Dec., Flour—Porland & Asiatic Steamship Co.

ARIAKE MARU, Japanese str., 2,987, T. Ota, 5th January—Moji 30th December, Coal—Mitsu Bussan Kaisha.

ARMAND BEHIC, French str., 3,664, Guionnet, 6th January—Yokohama and Shanghai 3rd January, General—Messageries Maritimes.

BOURBON, French str, 997, Le Bail, 27th Dec.—Saigon 22nd Dec., General—Chinese.

CEYLON MARU, Japanese str., 5,168, Th. Payne, 4th January—Yokohama and Moji 30th December, Coal—Nippon Yusen Kaisha.

CHANGCHOW, British str., 1,203, H. E. Walker, 1st January—Chinkiang 28th December, General—Butterfield & Swire.

CHARLTON, British str., 2,592, W. G. Thomas, 27th December—Barry 5th Nov., Coal—Naval Store Officer.

CHIYUEN, Chinese str., 1,177, C. Stewart, 31st December—Shanghai 28th Dec., General—Chinese.

CHOYSANG, British str., 1,424, A. E. Sandback, 1st January—Shanghai 28th Dec., General—Jardine, Matheson & Co.

CHUNSANG, British str., 1,417, Meyrick, 20th December—Karatsu 14th December, Coal—Jardine, Matheson & Co.

DAGNY, Norwegian str., 883, O. Abrahamsen, 22nd December—Haiphong 18th Dec., Rice—Aagaard, Thoresen & Co.

DAPHNE, German str., 1,974, Schipper, 30th December—Salina Cruz 25th November—China Commercial S.S. Co.

EMPRESS OF INDIA, British str., 3,032, E. Boetham, 16th Dec.—Vancouver 26th Nov. and Shanghai 13th Dec., Mails & General—C. P. R. Co.

FAUSANG, British str., 1,410, H. S. Malkin, 13th Dec.—Shanghai Dec. 8th, via Swatow 12th, General—Jardine, Matheson & Co.

FEICHING, Chinese str., 989, T. C. Gillespie, 3rd January—Shanghai 31st December, General—Chinese.

GANGES, British str., 2,721, S. A. Page, 22nd December—Barry Dock 31st Oct., Coal—Admiralty.

GERMANIA, German str., 1,001, H. Flügel, 31st December—Sydney via Ports 24th Nov., Copra—Siemssen & Co.

HAITAN, British str., 1,183, J. S. Roach, 4th January Foochow Jan. 1st, Amoy 2nd, & Swatow 3rd, General—Douglas, Lapraik & Co.

HINSANG, British str., 1,536, A. G. Smith, 7th December—Chefoo 1st December, General—Jardine, Matheson & Co.

HOLSTEIN, German str., 985, Niejahr, 29th Dec.—Tourane, General and Rice—Jebsen & Co.

ICHANG, British str., 1,223, L. Jones, 1st Jan.—Shanghai 29th December, General—Butterfield & Swire.

KAGA MARU, Japanese str., 6,301, G. S. Lapraik, 30th Dec.—Shanghai 27th Dec., General—Nippon Yusen Kaisha.

KEEMUN, British str., 9,067, R. J. Conradi, 3rd January—Tacoma U.S.A. 2nd December, Flour, Lumber, &c.—Butterfield & Swire.

KJELD, Norwegian str., 910, Helbro, 26th Dec.—Pulolint 12th Dec., Coal—Aagaard, Thoresen & Co.

KUEICHOW, British str., 1,215, Hooker, 22nd December—Wuhu & Chinkiang 18th Dec., Rice—Butterfield & Swire.

KWEILIN, British str., 1,070, Haida, 3rd Jan.—Chinkiang 30th Dec., General—Butterfield & Swire.

LAISANG, British str., 3,960, E. J. Tadd, 31st Dec.—Calcutta Dec. 13th, and Straits 24th, General—Jardine, Matheson & Co.

LIGHTNING, British str., 2,122, E. Fey, 21st December—Calcutta and Singapore 14th General—David Sassoon & Co.

LOCKSUN, German str., 1,657, W. Taubert, 31st December—Bangkok 17th December, Rice—Butterfield & Swire.

LOO SOK, German str., 1,020, G. Schultzen, 30th December—Bangkok 18th December, Rice and Wood—Butterfield & Swire.

MANDASAN MARU, Japanese str, 4,451, Peter Hallstrom, 4th January—Kuchinotzu 30th December, Coal—Mitsu Bussan Kaisha.

MATHILDE, German str., 831, A. P. Ulderup, 4th January—Haiphong and Hoihow 2nd Jan., Rice and Pigs—Jebsen & Co.

MINNESOTA, American str., 13,393, Charles F. Martin, 3rd January—Seattle via Shanghai 31st Dec., General—Nippon Yusen Kaisha.

NANSHAN, British str., 1,266, Allan Jones, 30th December—Saigon 24th Dec.,—Rice and General—Bradley & Co.

NEPTUNE, British str., 2,154, H. G. Roberts, 29th December—Kuchinotzu (Japan) 24th December, Coal—Order.

NEWCHWANG, British str., 584, E. L. Jones, 1st January—Amoy 30th Dec., Beans—Butterfield & Swire.

NICHIBEI MARU, Japanese str., 1,429, R. Minakama, 30th December—Moji 24th Dec., Coal—Mitsui Bussan Kaisha.

PAKLAT, German str., 1,018, J. Wenzel, 26th December—Swatow 25th Dec., General—Butterfield & Swire.

PAOTING, British str., 1,087, K. E. Tubben, 5th January—Chefoo and Dalny 30th Dec., General—Butterfield & Swire.

PONGTONG, German str., 997, W. Botefür, 3rd January—Bangkok 21st Dec., Rice and Timber—Butterfield & Swire.

QUARTA, German str., 1,145, H. Madsen, 4th January—Boelelong (Bali Island) 24th December, Sugar & General—Java-China-Japan Line.

RAJABURI, German str., 1,139, Petersen, 3rd January—Bangkok 24th Dec., Rice and General—Butterfield & Swire.

RAJAH, German str., 2,028, R. Petersen, 28th December—Bangkok 19th Dec., General—Butterfield & Swire.

SINGAN, British str., 1,047, H. Jamieson, 5th January—Haiphong and Hoihow 3rd Jan., General—Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, T. Suruga, 5th January—Shanghai 29th December, General—Osaka Shosen Kaisha.

TAMING, British str., 1,350, A. Somerville, 3rd January—Manila 31st Dec., General—Butterfield & Swire.

THORANA, Austro Hungarian str., 2,887, P. Guestzamei, 29th December—Russia B.S. 12th November, Cement—Order.

TINGSANG, British str., 1,400, Chas. Reynolds, 5th January—Chinkiang 1st Jan., General—Jardine, Matheson & Co.

TSINTAU, German str., 1,002, Koch, 23rd Dec.—Bangkok via Hoihow 22nd Dec., General—Butterfield & Swire.

ULY, Norwegian str., 885, J. Petersen, 17th December—Haiphong 14th Dec., Rice—Aagaard, Thoresen & Co.

WOOLWICH, British str., 1,845, A. Stoker, 13th November—Moji 8th November, Coal—Dodwell & Co.

SAILING VESSELS.

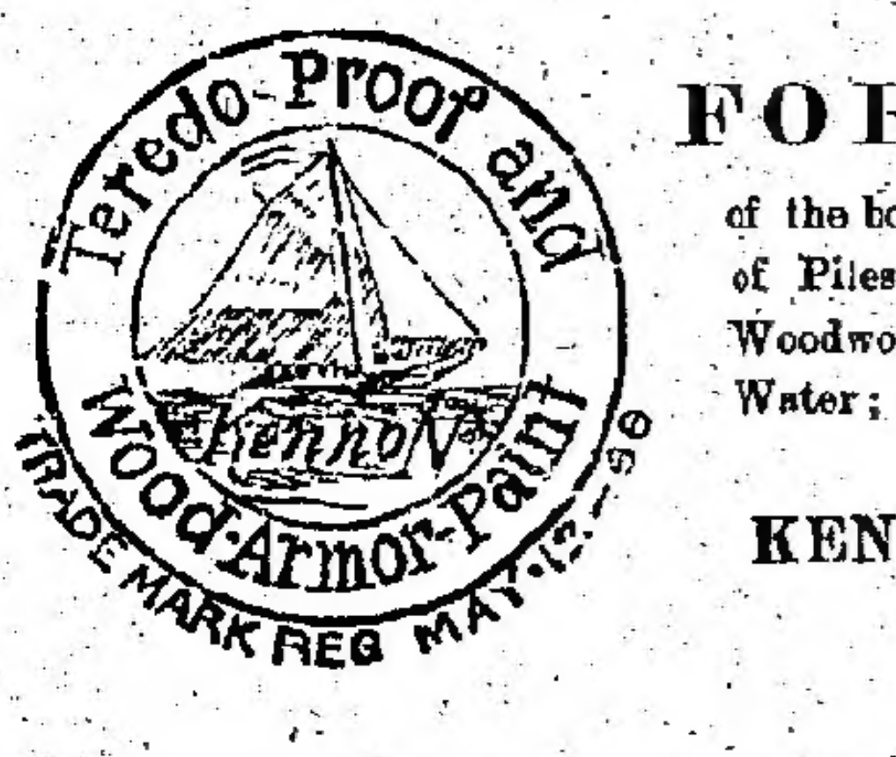
ECLIPSE, British 4-masted bark, 2,963, L. D. Vance, 24th August—New York 1st May, Case Oil—Standard Oil Co.

POST OFFICE NOTICE

The *Yarra*, with the French mail of the 6th December, left Saigon on Friday, the 3rd January, at noon, and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 2nd November.

The *Devanha*, with the English mail of the 13th Dec., left Singapore on Saturday the 4th instant at 10 a.m., and may be expected here on or about Thursday, the 9th inst., at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 12th Nov. and the parcel mails closed in London for despatch by the all sea route on the December 4th, and for despatch overland on the 11th December.

FOR	PER	DATE
Kobe	*Nishibei Maru*	Tuesday, 7th, 9.00 A.M.
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 7th 9.00 A.M.
Bangkok	*Rajah*	Tuesday, 7th, 10.00 A.M.
Swatow and Shanghai	*Choysang*	Tuesday, 7th, 10.00 A.M.
Moji, Kobe, Yokohama, Portland and Oregon	*Alesia*	Tuesday, 7th, 10.00 .M.
EUROPE &c., India via Tuticorin (Late Letters 11.00 A.M. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Armand Behic*	Tuesday, 7th, Printed Matter and Samples ......10.00 A.M. Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. ......10.00 A.M. No late fee. Letters ......11.00 A.
Macao	*Sui Tai*	Tuesday, 7th, 1.15 P.M.
Singapore, Penang and Calcutta	*Laisang*	Tuesday, 7th, 2.00 P.M.
Shanghai	*Newchwang*	Tuesday, 7th, 3.00 P.M.
Sourabaya	*Keemun*	Tuesday, 7th, 2.00 P.M.
Manila	*Taming*	Tuesday, 7th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle	*Kaga Maru*	Tuesday, 7th, 3.00 P.M.
Swatow, Amoy, Takao and Anping	*Fukushu Maru*	Tuesday, 7th, 5.00 P.M.
Haiphong	*Mathilde*	Tuesday, 7th, 5.00 P.M.
Singapore, Penang and Colombo	*Wakasa Maru*	Tuesday, 7th, 5.00 P.M.
Manila, Singapore, and Colombo	*Ceylon Maru*	Wednesday, 8th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	*Japan*	Wednesday, 8th, 11.00 A.M.
Macao	*Sui Tai*	Wednesday, 8th, 1.15 P.M.
Shanghai	*Ichang*	Wednesday, 8th, 3.00 P.M.
Hoihow and Haiphong	*Singan*	Wednesday, 8th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	*Soshu Maru*	Thursday, 9th, 8.00 A.M.
Macao	*Sui Tai*	Thursday, 9th, 1.15 P.M.
Shanghai	*Tungsang*	Thursday, 9th, 3.00 P.M.
Shanghai	*Yunnan*	Thursday, 9th, 3.00 P.M.
Swatow, Amoy and Foochow	*Haiching*	Friday, 10th, 9.00 A.M.
Macao	*Sui Tai*	Friday, 10th, 1.15 P.M.
Manila	*Yuensang*	Friday, 10th, 3.00 P.M.
Yokohama and Kobe	*Chingtu*	Friday, 10th, 3.00 P.M.
Shanghai	*Kwongsang*	Friday, 10th, 3.00 P.M.
Saigon	*Quarta*	Friday, 10th, 4.00 P.M.
Kobe and Yokohama	*Kawachi Maru*	Friday, 10th, 5.00 P.M.
Manila	*Zafiro*	Saturday, 11th, 10.00 A.M.
EUROPE &c., India via Tuticorin (Late Letters 11.30 A.M. to noon Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 10th instant, at 5 p.m.	*Delhi*	Saturday, 11th, Printed Matter and Samples ......10.00 A.M. Registration ...10.00 A.M. (Registration, with late fee of 10 cents, up to 10.00 A.M.) Registration, Kowloon B.O. ...... 10.00 A.M. No late fee. Letters ...... NOON.
Macao	*Sui Tai*	Saturday, 11th, 1.15 P.M.
Shanghai	*Shaohsing*	Sunday, 12th, 9.00 A.M.
Singapore Penang and Bombay	*Capri*	Monday, 13th, NOON.
Samarang and Sourabaya	*Tjikini*	Monday, 13th, 4.00 P.M.
Manila	*Tean*	Tuesday, 14th, 3.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*P. E. Friederich.*	Wednesday, 15th, Printed Matter and Samples ...... 10.30 A. Registration ... 10.30 A. (Registration, with late fee of 10 cents, up 11.15 A.M.) Registration, Kowloon B.O. ...... 10.00 A.M. No late fee. Letters ...... 11.30 A.M.
Cebu and Iloilo	*Sungkiang*	Wednesday, 15th, 3.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama & Seattle	*Minnesota*	Thursday, 16th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, (BC.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Empress of India*	Thursday, 16th, 3.00 P.M.
Shanghai	*Yochow*	Friday, 17th, 3.00 P.M.
Manila	*Loongsang*	Friday, 17th, 3.00 P.M.
Manila	*Rubi*	Saturday, 18th, 11.00 A.M.



TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

At the City Hall, 9.15 p.m., Pollard's Lilliputian Opera Co., "In Town."

VESSELS EXPECTED.

THE INDIAN MAIL.

The Apcar str. *Arratoon Apcar* from Yokohama and Kobe, left Moji on the morning of the 3rd inst., and may be expected here to-day a.m.

The Indo-China str. *Namsang* left Calcutta for this port via the Straits on the 31st ult., and may be expected here on or about the 16th inst.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on Wednesday, the 18th ult., at 10 a.m., and may be expected here to-morrow.

The I.G.M. str. *Prinz Heinrich* carrying the German Mails with dates from Berlin of the 17th ult., left Colombo on Saturday, the 4th inst. p.m., and may be expected here on or about Wednesday, the 15th inst.

THE AMERICAN MAIL.

The P.M. str. *Korea* sailed from Yokohama on 31st ult., and will be due to arrive at this port to-morrow.

The T.K.K. str. *America Maru* sailed from Yokohama on the 5th inst., and will be due here on the 13th inst.

The O. & O. str. *Persia* sailed from Tacoma on the 16th ult. for Hongkong via Japan ports, and is due to arrive in Hongkong on 15th inst.

THE ENGLISH MAIL.

The P. & O. str. *Devanha* left Singapore for this port on the 4th inst. at 10 a.m. with the outward English Mails, and is due here on the 9th inst. at about 7 a.m.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver a.m. on Friday, the 13th ult. for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of Japan* left Vancouver p.m. on Tuesday, the 24th ult. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The N.Y.K. str. *Wakamiya Maru* (Bombay Line) left Singapore for this port on the 31st ult., and is expected here to day.

The Glen Line str. *Glenroy* left Singapore on the morning of the 31st ult., and may be expected to arrive here to-day.

The N.G.I. str. *Capri* left Singapore for this port on the 31st ult., and may be expected here to-day.

The P. & O. str. *Palawan* left Singapore for this port on the 31st ult. at 6 a.m.

The C.N. Co.'s str. *Shaohsing* left Shanghai for this port on the 5th inst., and is expected here to-morrow.

The Ben Line str. *Bencleuch* from Antwerp and London, left Singapore on the 2nd inst. for this port.

The N.Y.K. str. *Kawachi Maru* (European Line) left Singapore for this port on the 3rd inst., and is expected here on the 9th inst.

The H.A.L. str. *Sikiang* left Bangkok on 5th inst., and may be expected here on 12th inst.

PASSENGERS.

ARRIVED.

Per *Taishun*, from Shanghai, Messrs. Gallat, and Whitelaw.

Per *Chingtu*, from Australia via Ports, Mr. and Mrs. George, Mr. and Mrs. Goetz, Miss Meyer, Messrs. Parker, and G. Fowl.

Per *Japan*, from Calcutta via Straits, Mr. and Mrs. T. W. Richardson & 2 children, Messrs. E. S. Tarlton, and Perry.

Per *Armand Behic*, for Hongkong, from Kobe, Miss F. Okachi; from Shanghai, Mrs. & Miss Marques, Miss Gearon, Messrs. Duncan, C. H. Schroeder, R. P. Louis Montmasson, and Gomes.

Per *Wakasa Maru*, from Yokohama, &c., Mrs C. Yamawaki, Mrs S. E. Green and 2 children, Mrs Wheen, Miss Wheen, Messrs. F. Kalkofen, John Law, S. A. Seth, L. R. Wheen, A. F. Wheen, A. E. Guterrez, McKie, and Murphy.

JOINT STOCK SHARE.

Hongkong, January 6th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Ps. 100	Nominal.
Banks—		
Hongkong & S'hai.	$125 $125	$725, sellers $715, sellers Ln. £80. Ln. £78.
National B. of China	£6	$51.
Bell's Asbestos E. A.	12s. 6d.	$7, buyers
China-Borneo Co.	$12	$10½.
China Light & P. Co.	$10 $1	$6, sellers
China Provident	$10	$9½.
Cotton Mills—		
Ewo	Tls. 50	Tls. 52, x.d.
Hongkong	$10	$10, sellers
International	Tls. 75	Tls. 52.
Laou Kung Mow	Tls. 100	Tls. 65, sellers
Soychee	Tls. 500	Tls. 270.
Dairy Farm	$6	$16.75, sellers
Docks and Wharves—		
H. & K. Wharf & G.	$50	$85, old $83, new
H. & W. Dock	$50	$96.
New Amoy Dock	$6½	$10, sellers
Shanghai Dock	Tls. 100	Tls. 73.
S'hai & H. Wharf	Tls. 100	Tls. 205.
Fenwick & Co., Geo.	$25	$14.
Green Island Cement	$10	$11½, sales
Hongkong & C. Gas	£10	$175, buyers
Hongkong Electric	$10	$15.
Hongkong Hotel Co.	$50	$104, buyers
Hongkong Ice Co.	$25	$240.
Hongkong Rope Co.	$10	$25.
Insurances—		
Canton	$50	$242½.
China Fire	$20	$85, buyers
China Traders	$25	$91, buyers
Hongkong Fire	$50	$330, sellers
North China	£5	Tls. 87, sellers
Union	$100	$825, buyers
Yangtsze	$60	$145, $135, sales
Land and Building—		
Hongkong Land Inv.	$100	$95.
Humphrey's Estate	$10	$10½.
Kowloon Land & B.	$30	$35, sellers
Shanghai Land	Tls. 50	Tls. 101, sales
West Point Building	$50	$40, buyers
Mining—		
Charbonnages	Fcs. 250	$500, buyers
Raubs	18/10	$8¾.
Peak Tramways	$10 $1	$13. $2.
Philippine Co.	$10	$6.
Refineries—		
China Sugar	$100	$100.
Luzon Sugar	$100	$10, buyers
Steamship Companies—		
China and Manila	$25	$15.
Douglas Steamship	$50	$39, buyers
H., Canton & M.	$15	$19, buyers
Indo-China S.N. Co.	£5	$40, $28, sellers
Shell Transport Co.	£1	42/6, buyers
Star Ferry	$10	$23, buyers
Do. New	$5	$12, buyers
South China M. Post	$25	$10, sales
Steam Laundry Co.	$5	$6, sellers
Stores & Dispensaries—		
Campbell, M. & Co	$10	$14, sellers
Powell & Co., Wm.	$10	$5, buyers
Watkins	$10	$2½, buyers
Watson & Co., A. S.	$10	$10, buyers
United Asbestos	$4	$10, buyers
Do. Founders	$10	$160, buyers
Union Waterboat Co	$10	$10½, buyers

VERNON & SMYTH.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

January 6th.

ON LONDON.—
Telegraphic Transfer 1/10¾
Bank Bills, on demand 1/10 13/16
Bank Bills, at 30 days' sight 1/10 15/16
Bank Bills, at 4 months' sight 1/11 3/16
Credits, at 4 months' sight 1/11⅜
Documentary Bills 4 months' sight 1/11½
ON PARIS.—
Bank Bills, on demand 239
Credits, at 4 months' sight 245½
ON GERMANY.—
on demand 194¼
ON NEW YORK.—
Bank Bills, on demand 46¼
Credits, at 60 days sight 47¼
ON BOMBAY.—
Telegraphic Transfer 142¾
Bank, on demand 143¼
ON CALCUTTA.—
Telegraphic Transfer 142¾
Bank, on demand 143¼
ON SHANGHAI.—
Bank, at sight 41
Private, 30 days' sight 5½
ON YOKOHAMA.—On demand 92¾
ON MANILA.—On demand—Pesos— 93¼
ON SINGAPORE.—On demand ...... 22 p.c.pm.
ON BATAVIA.—On demand 114¼
ON HAIPHONG.—On demand ...... 4½ p.c. pm.
ON SAIGON.—On demand ...... 4 p.c. pm.
ON BANGKOK.—On demand 77¾
SOVEREIGNS, Bank's Buying Rate ...$10.35
GOLD LEAF, 100 fine, per tael $54.90
BAR SILVER, per oz. 25¾

SUBSIDIARY COINS.

		per cent.	
Chinese	20 cents pieces	$4.10	discount.
"	10 " "	4.50	"
Hongkong	20 " "	3.80	"
"	10 " "	4.00	"

OPIUM.

January 6th

Quotations are:—

Malwa New	$920	per picul.
Malwa Old	$960	"
Malwa Older	$1000	"
Malwa V. Old	$1040	"
Persian fine quality	$750	"
Persian extra fine	$830	"
Patna New	$937½	per chest.
Patna Old	$935	"
Benares New	$915	"
Benares Old	—	"

STEAMERS PASSED THE CANAL.

December 4th—*Austria, Claverburn, Spezia.* 7th—*Benvenue.* 11th—*Auchises, Banca, Calchas, Flintshire.* 14th—*Petronia.* 18th—*Dardanus, Verona.* 21st—*Acara, Ningchow.* 25th—*Bengloe, Pingsuey, Telemachus, Nera, Bintang, Indien, Malte.* 28th—*Prinzess Alice, Rhenania, Slavonia, Kamakura Maru, Sanuki Maru.* Jan. 1st—*Alcinous, Bombay Maru, Sithonia, Socotra, Teenkai, Bluecross, Hohenfels, Tamaru Maru.* 4th—*Achilles, Nore, Polynesien, Glenearn, Nubia, Dramgeith, Vorwaerts.*

ARRIVAL AT HOME.

Jan. 3rd—*Persia, Prinz Ludwig, Suevia.*

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. S. Abraham	Mr. & Mrs. E. S. Joseph
Mr. P. R. Adams	Mr. W. B. Knight
Mr. A. Aftalion	Mr. W. C. Lacy
Mr. D. C. Alexander, jr.	Mr. A. C. Little
Mr. H. G. Battiscombe	Mr. & Mrs. W. Logan
Mr. R. B. Beattie	Dr. O. Marriott
Mr. A. Berblinger	Mrs. R. T. Matheson & child
Mr. J. Bernhard	Mr. G. C. McIntosh
Mr. & Mrs. S. Bisney	Mr. G. McKie
Miss Bisney	Mr. & Mrs J. W. Means
Mr. A. B. Blunn	Miss Means
Mr. C. Boker	Capt. and Mrs. H. Metzenthin
Mr. E. Bornand	Mr. J. V. Murphy
Mr. T. Brayfield	Mr. E. F. O'Neill
Mr. G. W. Bridges	Mr. N. Otani
Mr. C. B. Brooke	Mr. R. W. Parker
Mr. F. G. Brown	Mr. and Mrs. T. L. Perkins
Mr. J. H. Bulmer	Mr. A. W. Polglase
Mr. E. W. Carpenter	Mr. & Mrs. W. H. Potts
Mr. A. Carter	Miss Potts
Mr. H. E. Colvin	Mr. W. A. Powell
Mr. W. A. Crake	Mr. C. M. Preshaw
Mr. A. H. Crook	Mr. A. J. Pugh
Mr. J. Cruickshank	Mr. E. Ralphs
Mr. George Curry	Mr. E. H. Ray
Mr. T. H. Darton	Mr. and Mrs. T. W. Richardson and 2 children & nurse
Mr. W. Einstmann	Mr. H. G. Roberts
Mr. C. W. T. Elsworth	Mr. P. Schalthofer
Mr. R. M. Ezekiel	Mr. P. R. Sharp
Mr. G. Faulbaum	Mr. C. E. Shields
Mr. H. G. Fisher	Mr. H. R. Spencer
Mr. C. B. Franklin	Mr. J. Spittles
Mr. B. L. Frost	Mr. W. T. Stebbing
Mr. Denman Fuller	Rev. A. J. Stevens
Mr. S. J. Fuller	Mr. G. W. Tulledge
Dr. A. Gibson	Mr. B. Twyman
Mr. F. St. Gear	Mr. H. J. Wallen
Mr. O. Gorrell	Mr. C. E. Watkins
Mr. T. C. Gray	Mr. A. F. Wheen
Capt. T. A. Hall	Mr. L. R. Wheen
Mr. E. Hallows	Mr. W. C. Willox
Mr. R. Harding	Mr. and Mrs. F. H. Witthoefft
Mr. J. L. Harrison	Mr. G. G. Wood
Hon. Mr. & Mrs. E. A. Hewett	Mr. M. Woodley
Mr. & Mrs. J. Hoeslech	Mr. and Mrs. J. J. Woodruff
Master & Miss Hoeslech	Mr. J. D. Woods
Mr. E. Howard	
Capt. R. Innes	
Mr. S. Iwanaga	
Mr. and Mrs. P. N. H. Jones	
Mr. R. M. Joseph	

KING EDWARD HOTEL.

Capt. Austin	Mrs. Kirchner
Mr. L. Ballisto	Mr. & Mrs. F. B. Land
Mr. J. Bernhard	Mr. C. Leege
Mr. & Mrs. W. Boldwin	Mr. G. T. Lloyd
Mr. Harry Bramley	Mr. J. S. Low
Mr. W. H. Butt	Mr. J. Marshall
Mr. Cherry	Mr. J. H. Mody
Mrs. W. H. Couldrey	Mr. S. Moton
Mr. and Mrs. G. H. Corse, jr.	Mr. and Mrs. A. B. Moulder
Mr. L. T. Delaney	Mr. & Mrs. Newson and child
Mr. A. Diehn	Mr. D. M. Nicholson
Mr. P. Dow	Mrs. W. C. Passmore
Mr. & Mrs. C. Montagu Ede	Mr. E. Pond
Miss Gearon	Mr. P. H. Schroeder
Mr. & Mrs. Goder	Mr. and Mrs. S. Silverstone
Mrs. G. J. Harman and child	Mr. Arthur Silverstone
Mr. and Mrs. T. O. B. Harman	Mr. M. S. Silverstone
Mrs. C. M. Jack	Mr. M. L. Silverstone
Mrs. Jackson & child	Mrs. A. G. Smith
Mr. and Mrs. F. J. V. Jorge	Mrs. A. Souza
Mr. J. E. Joseph	Mr. D. V. Steavenson
Mr. T. H. Kershaw	Lt. Comdr. & Mrs. E. Stevenson
Mr. H. King	Mr. F. Wandres

KINGSCLERE PRIVATE HOTEL.

Capt. H. Beasley, R.A.	Mr. K. Freund
Mrs. H. Beasley	Mr. E. Gaster
Dr. & Mrs. Belilios	Comdr. Grenfell, R.N.
Mr. F. Levington	Mrs. Grenfell
Mr. and Mrs. Norman Blanch	Mr. and Mrs. T. F. Guthrie
Mr. B. S. Clard	Mr. P. Hodgson
Mr. T. Chinchen	Mr. H. Hupeden
Major Chitty	Mr. B. T. Jackman
Mrs. Chitty and child	Mr. E. A. Koster
Dr. Francis Clark	Mr. V. Langstein
Mr. A. N. Clothier	Mr. A. E. Lanning
Mr. & Mrs. Cocker	Mr. & Mrs. L. Marston
Mr. Cruickshank	Dr. & Mrs. W. Moore
Hon. Mr. Rees Davis	Mr. R. Paterson
Lt. J. D'Esterre, R.G.A.	Mr. P. Potts
Mrs. J. D'Esterre	Mr. L. C. Rees
Capt. Dooner, A.O.D.	Miss C. Ried
Mrs. Dooner	Mrs. G. Sachse
Rev. & Mrs A. D. Ennis	Mr. J. Gray Scott
Lt.-Comdr. Freemantle, R.N.	Mr. F. Wolf
Mrs. Freemantle	Mr. Young

HONGKONG TIDE TABLE.

From January 7th to 13th, 1908.

		High Water.		Low Water.	
Day of Week.	Day of Month.	Hongkong Mean Time.	Height	Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	7	0 59 a	4 7	m 6 4	0 3
		11 48	7 8	4 58 a	3 3
Wed.	8	1 48 a	4 7	m 6 9	0 7
				5 7 a	3 5
Thurs.	9	m 0 30	7 1	m 7 47	1 3
		2 30 a	4 8	6 4 a	3 7
Fri.	10	m 1 35	6 3	m 8 38	1 0
		3 31 a	5 0	8 14 a	3 8
Sat.	11	m 2 53	5 6	m 9 0	2 4
		4 34 a	5 3	10 27 a	3 7
Sun.	12	m 4 29	4 9	m 10 19	2 5
		5 28	5 6		
Mon.	13	m 6 1	4 5	m 0 3	3 2
		6 12 a	6 0	m 11 4	3 2

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 6th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.24	30.35	30.24
Temperature	61	65	70
Humidity	60	69	53
Wind Direction	E	E	N
" Force	3	2	2
Weather	o	o	o
Rain	—	0.01	—

Highest open air Temperature on 5th 68
Lowest open air Temperature on 5th 56

MESSRS. FALCONER & CO.'S REGISTER.

January 6th.

Barometer 9 A.M. 30.25	Therm. (Wetbulb) 9 A.M. 61
Barometer 1 P.M. 30.19	Therm. (Wetbulb) 1 P.M. 61
Barometer 4 P.M. 30.15	Therm. (Wetbulb) 4 P.M. 61
Thermom. 9 A.M. 64	Therm. Maximum 65
Thermom. 1 P.M. 65	Therm. Minimum over night 60
Thermom. 4 P.M. 65	

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Hongkong, 22nd December, 1903.

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Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903

Russian:—S. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

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Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

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